

MAY 8 1912

MAY 2, 1912

PRICE 10 CENTS

Leslie's

THE PEOPLE'S WEEKLY

THE MAKING OF A CADET



M e m o r i e s

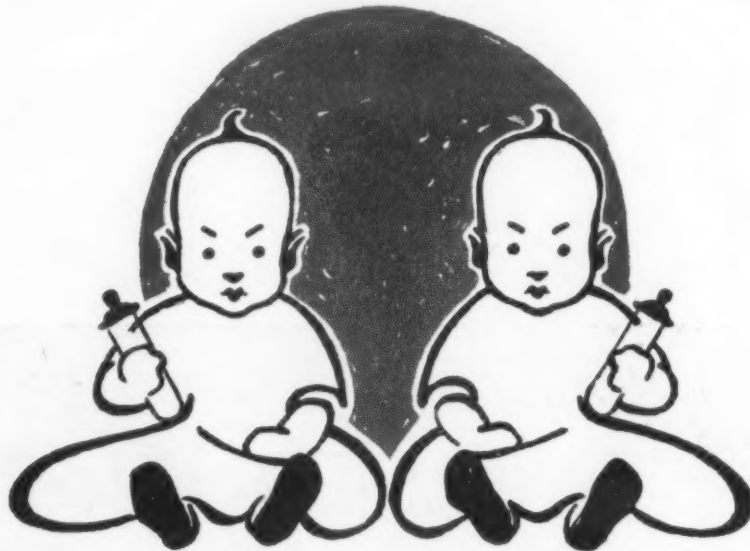
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Advertising of Advertising—A Series of Talks—18



The Dependable Guide

THIS IS a day when **thumb prints** are used to identify persons.

Therefore, it is not surprising that we hear a great deal about the necessity of using trade marks to distinguish between products that may look as much alike as twins.

Unless you know, and, know you know, one trade mark from another, you cannot buy with confidence, that you are getting what you ask for.

You must not only know the trade mark, but you must know the color, size and form of the package.

How much more satisfaction you have when you are guided by these marks of genuineness! **They are like the unmistakable features of a friend.**

Consciously or unconsciously, we are all influenced by the symbol of merchandise that stands out in advertising, as the one most fitting to us.

Thus we come to choose between just a hat and the advertised, trade-marked hat we know.

Thus we choose between any old collar and the trade-marked collar.

Thus we come to wear a particular cravat and not the nondescript kind.

So it is throughout our apparel.

And women, with their fine sense of loyalty, are not less discriminating.

Turn where we will, we feel the influence of the trade mark. As we go home, we are reminded to step lively on a certain rubber heel. In our home we find the pantry shelves lined with trade-marked goodies.

Near the stove are trade-marked pots and pans. In the kitchen cabinet, itself trade-marked, are other trade-marked articles, seemingly without number.

Why?

Because we know that widely advertised trade-marked articles are dependable.

Allan C. Hoffman

ALLAN C. HOFFMAN,
Advertising Director,

LESLIE-JUDGE COMPANY, 225 Fifth Ave., New York.

I will give you a list of advertised goods used daily in my home. You are to supply a blank form and send me a picture suitable for framing.

Name.....

Address

L. W., 5-2-12.

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An attractive picture, suitable for framing, will be sent, postage paid, to each person who furnishes the information called for in the coupon.

A Book of Valuable Ideas for Beautifying the Home

FREE



WE will send you free our beautiful book "The Proper Treatment for Floors, Woodwork and Furniture," also generous samples of Johnson's Wood Dye and Prepared Wax.

Johnson's Wood Dye

should not be confused with the ordinary water, oil and varnish stains. It comes in all shades—mahogany, green, brown, light oak, black, etc. Mention shade you want.

Johnson's Prepared Wax

a complete finish and polish for all wood-floors, woodwork and furniture, including pianos. Simply apply with a cloth and rub to a polish with a dry cloth—it imparts a velvety, protecting finish of great beauty. Write today for free sample, also booklet No. L. W. 5A.

S. C. Johnson & Son, Racine, Wis.
"The Wood Finishing Authorities"

EARN FROM \$21 TO \$50 PER WEEK

LEARN ABOUT OUR FREE COURSE IN SHOW CARD AND SIGN WRITING

A Great Opportunity!

We are offering, for a limited time, a complete course in show card and sign writing to those purchasing our assortment of "Litholia" Ready-to-Use Colors.

This is a great opportunity for ambitious persons either to increase their earning capacity. Good show card writers in demand at \$21 to \$50 weekly, salary or in business for yourself. Our show card course is not a book of alphabets. It's a complete course in lettering compiled by an expert New York show card artist for use. "Litholia" is the only liquid pigment water paint ever manufactured, used the same as cake, distemper or tube colors, but far superior to either. "Litholia" lasts longer, always ready. "Litholia" is the best for the show card writer, the artist, or the interior decorator. 4 cents in stamps brings booklet, circulars and full information.

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"A good pen is a conduit for the flow of thought, but a poor pen is a dam."

SPENCERIAN STEEL PENS

are good pens—always, in all styles, for all purposes. Sample card of 12 different styles and 2 good penholders sent for 10c.

SPENCERIAN PEN CO., 349 Broadway, New York

The "Secret" is on Page 523

ON FREE TRIAL

The Expense Is Ours!

This magnificent, Non-Patent, Red Cedar Chest sent anywhere on 15 days' free trial. Place it in your own home at our expense and see for yourself what a beautiful, useful and desirable piece of furniture it is. Moth, mouse, dust and damp proof. Direct from factory to you at factory prices. Freight prepaid. Send for big illustrated FREE BOOK showing all styles and prices and particulars of free offer.

THOMAS TOOL CO., 6214 Barry St., Dayton, Ohio

AGENTS—Here You Are

New Combination Tool. Made of drop forged, high grade carbon steel. Sells to Farmers, Plumbers, Machinists, Auto Owners, in shops and the home, 15 TOOLS IN ONE. Can be used as a vise. A machine shop for the home. Everybody pleased. Won't be without one. Sales easy. Demand enormous. Big profits. Rep. Va. ordered 275. Made enough profit to keep his family 4 months. Write quick for sample to workers.

THOMAS TOOL CO., 6214 Barry St., Dayton, Ohio

Fish Will Bite

Like hungry wolves, fill your nets with Magic-Fish-Lure. Best fish bait ever discovered. Keeps your bait until they eat it. 25c. a box. Write for Free Booklet and my Special Offer of one box to help introduce it. J. F. Gregory, K-91, St. Louis, Mo

LESLIE'S

ILLUSTRATED WEEKLY

THE PEOPLE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES
ALL THE NEWS IN PICTURES

"In God We Trust."

CXIV.

Thursday, May 2, 1912

No. 2956

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Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

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We have in preparation another number of LESLIE'S devoted to the United States Army and want striking photographs to illustrate the issue. We want to make the coming number even more interesting than this one and our readers can help by sending us photographs. The photographs must be exclusively for LESLIE'S WEEKLY and never before published. Each should be accompanied by a full description.

Send all photographs to the Art Department of LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

Some of Next Week's Features The Aviation Number

Dated May 9, 1912

The special features of the next issue of LESLIE'S WEEKLY will be articles and pictures relating to the subject of aviation. The contributions will include the following:

UNCLE SAM IN THE CLOUDS, by Albert S. Levino, an account of what the government is doing in the matter of aviation.

HONOR ROLL OF BIRDMEN, an article setting forth the achievements and fate of many leading aviators.

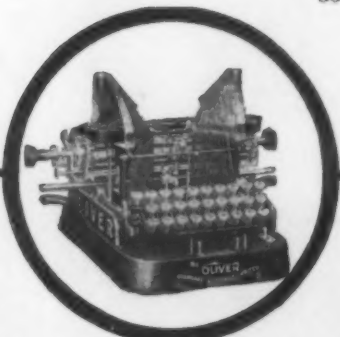
THRILLING ADVENTURE IN A BALLOON, by A. Holland Forbes, describing a notable trip in a balloon which had a disastrous ending.

AN AMERICAN WOMAN'S FLIGHT IN AN AIRSHIP, by Elizabeth Roy, a piquant narrative of a voyage in a dirigible balloon in Germany.

HOW I FLEW OVER NEW YORK, by Ladis Leukowicz, a thrilling story of an aviator's flight and his involuntary descent into a marsh.

Among the noteworthy illustrations are THEORY AND PRACTICE OF THE ART OF FLYING, a double page of striking photographs, and WHAT BIRDMEN SEE, a page of remarkable pictures taken from an aeroplane.

In answering advertisements please mention "Leslie's Weekly."



Rent 10 Months Then It's Yours!

This is the Offer That Has Astounded the Typewriter World! A stupendous and far reaching inducement to encourage the use of typewriters.

The Famous Model No. 3 Oliver

Visible Writer—fully equipped, just as perfect as though you paid cash—you get every perfection, every device, which ever went out with this model—you get all the extras, metal case, base-board, tools; instruction book, etc.—guaranteed flawless.

The machine with the type bars that strike downward—that has made the "write-in-sight" principle mechanically practical. It is so simple children learn to operate it in ten minutes. It is faster than the fastest expert—possesses phenomenal strength and durability.

No Cash Until You See It—until you try it in your home or office, then you make your decision—no salesman to influence or hurry you if you keep it, you pay only one month's rent down; it will earn its own way thereafter.

Stop Paying in 10 Months—no interest—no chattel mortgage—no collectors—no publicity—no delay. Positively the best typewriter value ever given—the best selling plan ever devised.

If You Own a Typewriter Now—trade it in as part payment—we will be liberal with you. If you are renting an old typewriter, you will want to send it back when you see this one.

Send your name and address on coupon and we will tell you more about this unusual offer—more about this splendid typewriter—it won't cost you anything and you will be under no obligation—we won't send a salesman. Tear out the coupon now.

Typewriters Distributing Syndicate
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Without placing me under any obligation, and further information of your typewriter offer.

Name.....

Address.....

My old machine is a.....No.....



ALASKA

and the great Yukon Country on beyond Sitka and Skagway is now open to tourists—the greatest scenic region in the world.

Send for Free Booklets showing photographs and describing the superb summer climate, etc., etc.

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We Save You \$128 to \$222

Take Your Own Time To Pay

No Interest—No Collectors

Let us send this artistic piano to you at our expense. We pay the freight. You pay nothing down. Try it for 30 days. If we cannot satisfy you with the piano, we will pay the freight for its return. Take 3 years time to pay if satisfied.

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At the World's Columbian Exposition they won the highest award medal. We offer you direct-from-factory-to-home wholesale prices on Reed & Sons Pianos, giving you the highest artistic-quality at a price much lower than your dealer would charge you for a cheap, inferior instrument.

Big Book Free
Clip coupon below. It will secure for you our Special Proposition and Prices; all in handsomely colored illustrated catalog sent free. A 2c stamp will save you dealer's profit.

REED & SONS PIANO MFG. CO.
Dept. H 31, Cor. Jackson Blvd. and Wabash Ave., CHICAGO, ILL.

Send me your Big Free Book and Piano Offers.

Fill in: Coupon Today. Name..... Street..... R. F. D..... Town..... County..... State..... Capital and Resources \$1,750,000



Titanic passengers gathered on the deck to see the ship's bow.



Group of men on the ship's deck.



Men assisted to the deck.



Harold Bride, the Titanic's wireless operator, operating on the ship.



The iceberg that sank the Titanic.



A pathetic incident on the Titanic.



She saved her Pomeranian.



The Astor woman whose husband was killed.



DRAWN BY A. T. MERRICK

The "Titanic's" Doom

April 14, 1912, 11:45 P. M.

Latitude 41 degrees, 46 minutes.

Longitude 50 degrees, 14 minutes.



A ministering Angel.



Survivors on deck of Carpathia.

Pencil sketches of survivors of the "Titanic" disaster and incidents on the pier from actual scenes witnessed by Louis F. Grant, Leslie's special artist.

LESLIE'S WEEKLY

Vol. CXIV—No. 2956

May 2, 1912

Price 10 Cents, \$5.00 a Year



MAJOR ARCHIBALD W. BUTT.



JOHN JACOB ASTOR.



FRANCIS DAVIS MILLET.



HENRY B. HARRIS.



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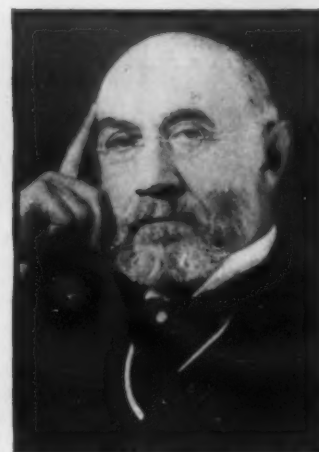
CHARLES MELVILLE HAYS.



JOHN B. THAYER.



CLARENCE MOORE.



ISIDOR STRAUS.

Distinguished Dead Among the "Titanic's" Heroes.

The men whose portraits are given here were among the great number of distinguished men who lost their lives in the "Titanic" disaster, but who in various ways proved themselves of heroic mold before the climax of this greatest of marine catastrophes. Major Butt, a trained soldier, died as bravely as one of his calling might have died on the field of battle. He helped many women and children to safety, and when last seen stood rigidly at "attention," talking with Colonel Astor. The stories of Colonel Astor's coolness, courtesy and bravery have been related by many witnesses. Isidor Straus endeavored to induce his wife to enter one after another of the lifeboats, but she refused to leave him, and they were clasped affectionately in each other's arms when last seen. Henry B. Harris, the theatrical manager, after he had placed his wife in a lifeboat, stepped aside to let women pass to safety, and awaited his fate. Little has been told of William T. Stead, but like the others, he assisted in the terrible emergency and went to his death nobly. Benjamin Guggenheim also displayed remarkable fortitude and consideration for others, and met death without flinching. Charles M. Hays, President of the Grand Trunk Railway, was lost with and in the manner of the other courageous men. John B. Thayer, of Philadelphia, a Vice-President of the Pennsylvania Railroad, saw his wife safely in a boat and went back to help other women. Mr. and Mrs. Clarence Moore were separated by the same circumstances, and the husband met his fate alone. Francis Davis Millet also went down with the ship. He was a noted artist, sculptor and designer, a close friend and companion of Major Butt, and but recently had been made president of the American Academy at Rome.

A Great Tragedy's Warning and Inspiration

IN ITS sacrifice of safety to speed and show, the sea's greatest catastrophe lays bare a weak spot in modern life; in the moral heroism called forth, the disaster reveals civilization's finest flower.

We may blame the *Titanic's* brave captain for running at almost top speed in the region of icebergs of whose presence he had been thrice warned. Perhaps it may be found that blame rests, too, on the managing director of the White Star company who was on board the ill-fated "unsinkable" ship. We may blame, also, and rightly, the steamship company which directly or inferentially encourages the taking of long chances in order to make record trips. We may hold the company responsible, likewise, for having only about one-third of the necessary lifeboat capacity, absurdly offering to the public unobstructed outlooks and promenades, swimming pools, squash courts, gymnasia and other luxuries, in place of common provision for the saving of life. But, in justice, it should be said that the White Star company has not sinned above its sister companies in these regards. In the building of the *Titanic* it had scored on its competitors, but among all the leading companies there has been a keen rivalry to possess vessels which spell the last word in size and luxury of appointments, and to clip hours, or even minutes, from transatlantic records.

Yes, captains and steamship companies are responsible. But there is a third party to the case. And that is our speed-mad and luxury-loving age, which has demanded this sort of thing, and, when the risk has been carried through with success, has loudly applauded. Time and again in our country similar warnings have come to us when in railroad wrecks the same demand for records has thrown safety to the breeze, entailing the sacrifice of a dozen or score of lives. At what awful price has the tragedy of the sea taught the world that human cargoes are more sacred than luxurious vessels and record-breaking voyages. A new "long" course farther south has already been agreed to by the steamship companies. Other reforms, in the matter of sufficient lifeboats, speed and luxury limitations, will follow, we believe.

Turning to the sinking of the great ship, we have a picture heartrending and infinitely sad, but a tale of voluntary renunciation and sacrifice making immortal contribution to the ideals of humanity. No scene of martyrdom in the arena of long ago ever presented human nature in nobler aspect than that shown as the *Titanic's* captain called out, "Women and children first!" in the main every man on board, millionaire and stoker, first cabin and steerage, answering the call.

Whence came this strange rule of the sea? No law prescribes it. No proud civilization of the

past gave it birth. Even with many civilizations to-day, the cruel rule is, "Men first, children next, women last." Suggestions of the ideal may not be wholly lacking in other religions and civilizations, but it is the Christian religion and Christian civilization which inspires vicarious sacrifice, teaching that "the strong ought to bear the infirmities of the weak." The evolutionary hypothesis has been much modified since Darwin explained the history of the race by the "survival of the fittest," though for many the phrase still epitomizes their philosophy of life. The Christian Gospel has never so taught. And it takes a tragedy like this to show how greatly our own age, universally decried as sordid and material, is permeated with Christianity's sacrificial ideals.

It is the vicarious element in human life that gives to character its richest content. Each one who went down with the ship died that some one else might be saved. The *Carpathia* might have come back with a boat-load of men, with stories of women beaten and pushed from lifeboat and raft and children left on the foundering vessel. Then would we have hung our heads in shame. But survivors tell a story of finest heroism on the part of men and of women as well—a tale which will make an immortal chapter in the literature of our common humanity and add rich treasure to the ideals of the race.

EDITORIAL

The Dinner Pail.

FOR THE prosperity of the country, rest is needed. Business halts in fear of a further period of uncertainty.

Capital is timid. New factories will not be built until the tariff question ceases to be the football of selfish politicians. New railroads will not be projected and present lines will not be extended until demagogic attacks on railways cease. Captains of industry will sulk in their tents until they know that they can be assured of a fair field, with no favor, such as all the other great commercial nations give to capital seeking investment at its own risk.

A radical change in the national administration at such a time would be a misfortune. It would presage a bitter attack on the well-established American policy of protection to labor and capital, under which we have achieved our greatest prosperity. Every State in the Union would suffer. The frantic protests of Democratic congressmen from the sugar-growing sections against the Underwood free-sugar bill tells its own story.

The sugar cane and beet growers, the lumbermen, the wool producers, the farmers, the miners, the mill hands, the six million breadwinners in the factories of the United States may naturally be expected to fight for their own interests. Many of them recall the widespread distress that followed the passage of the Wilson tariff bill in Cleveland's time. They remember the factories that were closed and the soup houses that were opened. They will take no more such chances.

The business men of the country might survive another such experience as they had in 1893, but many of the working masses would not. To them, four years of hard times, with the closing of the factory and the reduction of the daily wage, means poverty and distress. It means the deprivation of luxuries, the taking of the daughters from the high school and the sons from college, the depletion of the savings-bank account and the foreclosure of the mortgage on the little home.

At such a crisis, the Republican party, which laid the foundation of the protective policy, has a high and patriotic duty. It must see to it that the revision of the tariff is made without undermining the principle of protection. This can be done and it can be a reasonable revision downward.

President Taft understands this situation. He has taken his position boldly in favor of a revision after a scientific ascertainment of the facts. It must not be a question of politics, but solely one of the public welfare and the prosperity of the people. A tariff revision on broad lines, based on facts and figures secured by scientific methods, would command the approval of the business interests and the laboring masses of both the great political parties. It would be opposed by none except a few self-centered, free-trade theorists, who are as irreconcilable as they are illogical and impossible. They belong to the past, not to the progressive present.

Keep the dinner pail filled.

Dark Horses and the Presidency.

THE POSSIBILITY that the contest between Colonel Roosevelt and President Taft may compel the Republicans to select somebody else as a candidate need not frighten their party. National conventions have several times gone outside the list of the leading aspirants for a nominee. All the great parties have done this.

In the Democratic convention of 1844, the contest, at the outset, appeared to lie between ex-President Van Buren, Cass, Johnson and Buchanan; yet in the deadlock Polk was nominated, although he had not been thought of in that connection until after many unavailing ballots had been taken. Until several days after the Democratic convention of 1852 met, nobody save Cass, Buchanan, Douglas and Marcy figured among the possibilities; but Pierce was brought in and carried off the prize.

It was Blaine against the field in the Republican convention of 1876, and in the "field" were such big figures as Morton, of Indiana; Bristow, who had made a reputation as a reformer while serving under Grant as Secretary of the Treasury, and Conkling. But Hayes, who stood lower than any of these for many ballots, and who, outside of Ohio, was not considered to be in the race at all, captured the candidacy. If, at the time the Republicans met in 1880, anybody had mentioned Garfield as a possibility, he would have been laughed at. The fight was between Grant, Blaine and Sherman, with Edmunds as a favorite of a handful of reformers. Nevertheless, Garfield was chosen.

These are the dark horses who obtained the presidency. Several of the same class in the great parties got the nomination, but failed of election, among them being Seymour and Bryan. In order to avert a breach in their ranks, the great parties have sometimes been forced to go beyond the list of the regularly recognized aspirants to choose their standard bearers. The Republicans may have to do that in 1912. In that connection Justice Hughes has been

mentioned. This would be an excellent choice, if he could be induced to accept. Another strong and capable man for the emergency would be ex-Governor Frank S. Black, of New York. Let the Republicans of the country who feel like saying to Taft and Roosevelt, "A plague o' both your houses!" take both these powerful personalities into their calculations.

Eugenics.

IT IS some credit to blaze a new path in the regeneration of the race. In deciding that hereafter no marriage will be performed by the cathedral clergy unless the parties present a clean bill of health from a reputable physician, Dean Sumner, of the Cathedral SS. Peter and Paul, Chicago, may be "ahead of his time," but it is all the more creditable to him if it is so. Reforms are never brought about except as some one is "ahead of his time." If only those were allowed to marry who are normal, physically and mentally, and who have neither an incurable nor communicable disease, it would not be long before asylums, jails and all other institutions for the care of the criminal, the degenerate and defective could be abolished. The foundation of the state and society is the home, and the reasoning is logical that the state has the same right to bar disease that would enter and contaminate the home through marriage as it already exercises in barring disease that would enter the country through the ports.

Dean Sumner, it should be noted, was the head of the famous Chicago Vice Commission, and the alarming revelations of its investigation doubtless convinced him that some such step as has been taken concerning marriage was necessary for the preservation of the race. The problem is one, of course, primarily for the state. Even if all churches adopted Dean Sumner's plan, those who were unfit to marry might still be wedded in all those States in which a civil ceremony is recognized. The marriage license itself should carry with it a certificate of physical and mental fitness, without necessitating inquiry on the part of the clergy. Dean Sumner's plan, however, has raised a vast amount of comment and discussion, and this is of first importance at the early stages of the reform.

The Army.

IT IS the boast of the United States army that no force composed entirely of American regulars has ever been defeated in battle. As the history of a nation is largely the history of its wars, the pride of our army in its century-long success is well founded and the non-military American may congratulate himself on the excellence of his soldier-brother.

Strange as it may seem to those who do not read history closely, the annals of few other Powers show as frequent recourse to arms as do those of the United States. From 1776 to the present day, this country has engaged in deliberately declared war for one year in every four of its existence. In a national life of 136 years, we have been thirty-four years at war—no mean percentage of military activity for a nation free of foreign alliances and geographically isolated.

Our military system is founded on the use of militia to augment the numerically weak ranks of our standing army. The hatred of paid soldiery conceived by the American colonists of 150 years ago, by reason of having King George III.'s troops forcibly quartered upon them, has been succeeded by an apathy on military subjects beyond their parade side. As a result, our people and our army are out of step with each other as to the real work of the professional soldier.

Yet nothing is needed more when it is needed than a good army. These are days of peace congresses and international peace treaties, and happy will be the time when all nations shall lay down their arms and agree no longer to have recourse to them over disputed points. But until that time comes, while the United States is thoroughly committed to the Monroe Doctrine for this hemisphere and the open-door policy in China, we should see to it that our army, if numerically small, shall be a strong, well-taught, enthusiastic nucleus for that army which we shall need when we shall once more have to go forth to war.

The Church and Social Ills.

THE CHURCH is responsible for the spirit of unrest which exists in the world to-day," said the Rev. Charles Stelzle, the Presbyterian labor leader, in an address at Columbia University. The church is, indeed, responsible for the spirit of discontent with all conditions that are wrong; but Mr. Stelzle seems to mean that the church is to blame for having allowed the present conditions to arise. "The filthy slum, the dark tenement, the unsanitary factory, the long hours of toil, the lack of a living wage, the back-breaking labor, the inability to pay doctors' bills, the insufficient food, the lack of leisure, the swift approach of old age," says Mr. Stelzle, "these weigh down the hearts and lives of vast multitudes."

But did the church produce these conditions? Has not the blind rush of people to the city, the swift rise of factories and the large proportion of the population engaged in indoor instead of outdoor occupations had

much to do with the moral and physical disaster to which Mr. Stelzle refers? The condition of the poor man to-day is not so bad as it was in the past, but the moral sense of the public has been aroused to social needs as never before. This awakening of the public conscience has been due, we believe, to the Gospel of Jesus and the Christian Church. It is quite true that the church has not yet taken the lead in organized effort along these lines. Individuals in the churches have been the largest contributors to the many lines of social reform, but the church as an institution has always been conservative rather than radical. The time has come, however, for the church as an institution to assume more of a position of leadership in the practical solution of the social, industrial and civic problems of our day; and there are abundant signs that the church is responding to the call of the times. It is better to inspire the church with the sense of its present opportunity, we submit, than to be forever belaboring it for shortcomings in the past.

The Plain Truth.

OLEOMARGARINE! From the standpoint of purity and wholesomeness, oleomargarine excels butter. The government tax of ten cents a pound, according to Paul D. Aldrich, editor of the *National Provisioner*, measures a difference in quality as much as in price in favor of the artificial butter. No one can tell just what proportion of dairy herds in this country is infected, and it has been proven that tubercular bacilli may exist in butter as well as in milk. If creameries cannot stand the most rigid test, what shall be said of the product of the farmer's churn? On the other hand, beef suet and cottonseed oil, the constituents of oleomargarine, are sterilized in the process of making, and its vegetable constituent is even more digestible than that of butter. Made under government inspection, oleomargarine is a perfectly pure and wholesome food. Only prejudice works against its more universal use.

DRY! It is too bad that the late R. T. Crane, who believed so ardently in the demoralization of college life, did not live to see the vote of Cornell students on the temperance question. Of 1,200 students canvassed by the Somerset Society at Cornell, sixty-five per cent. favored "dry" dinners and "dry" smokers. More than that, they protested against the bad example furnished to the undergraduates by the alumni at their reunions in the matter of drinking, and voted that all liquor advertisements should be eliminated from student publications. The stand taken speaks well for the moral tone of the students of a great university, one which is in no sense under denominational influence. In his severe arraignment of our colleges and universities for the drinking habits of their students, Mr. Crane based his sweeping conclusions on the habits of a small minority. College life, as a whole, is not demoralizing.

PULITZER! The opening of the Pulitzer school of journalism of Columbia University, next September, will mark a new era in journalism. Its course of study combines broad culture with special training for journalism, just as a theological school, for example, unites with general culture practical experience in the functions of the ministry. Modern languages, science, history, politics, economics, literature, elementary law, labor and trust problems, courses in writing, the technique and history of journalism reveal the cultural breadth of the course and the practical preparation, enabling a graduate to begin at once the practice of his profession without a long apprenticeship. The curriculum is in all essentials the one suggested by the late Joseph Pulitzer, whose endowment of \$2,000,000 makes the school possible. It reveals the founder's intimate understanding of the qualities demanded in successful journalism.

Whom Do You Want For President?

Over a million persons read Leslie's each week. Just at this time, when interest in the presidential campaign is approaching a white heat, it will be interesting to obtain the choice for president of Leslie's vast army of readers.

On page 522 is printed a coupon, which the publishers will be pleased to have filled out and forwarded to the "Election Contest Editor, Leslie's Weekly, 225 Fifth Avenue, New York."

Votes should be sent in at once. The results will be carefully compiled and announced in an early issue.

A notable President (Mato)

Knox to be ica it wil itating Ni carious of dication o the execu Mr. Knox

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Our Peace Envoy in Nicaragua and Venezuela

How Secretary of State Knox, on His Recent Tour, Won the Hearts of the People of the Two Republics, and Received Continuous Ovations

By ROBERT D. HEINL, Leslie's Washington Correspondent Who Accompanied Mr. Knox on His Travels



Secretary Knox speaking at the monument at Maracaya, erected to the Americans who died for Venezuela's independence.



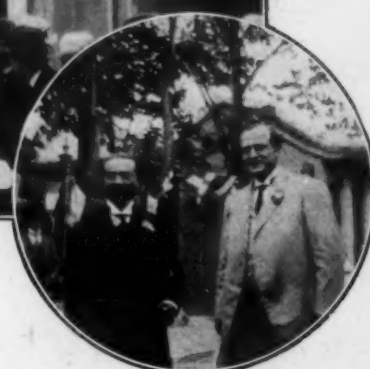
Statue of George Washington in Caracas, a striking token of the Venezuelans' love of liberty.



Great throng at Caracas welcoming Secretary Knox.



A notable trio. Left to right, Secretary Knox, President Gomez of Venezuela and General Matos, Minister of Foreign Affairs.



Elliott Northcot (at right), U. S. Minister to Venezuela, with the Governor of Caracas.

Knox to be written big in the history of Central America it will be his unceasing efforts toward rehabilitating Nicaragua, whose condition is the most precarious of any of the republics. By forcing the abdication of President Zelaya, the tyrant who caused the execution of the Americans, Cannon and Groce, Mr. Knox proved himself the liberator of the country.

Owing to the activities of the Liberal party in Nicaragua, many of whose leaders formerly were in power under Zelaya, there was considerable uneasiness on the part of Mr. Knox's hosts, for fear of an anti-American demonstration. Every precaution was taken by government officials to avoid unpleasant demonstrations. Some inflammatory leaflets appeared, threatening the Secretary with dire things; but Mr. Knox steered so clear of the internal political situation and made such a favorable impression by his declaration that the United States did not covet an inch of territory south of the Rio Grande that his tour through Nicaragua amounted to a continual ovation. Before he left Managua, several Liberal party leaders who had been violently opposed to Secretary Knox's visit assured him that they were convinced that he was a true friend of Nicaragua.

Secretary Knox carried the important message to the citizens of the struggling republic that mere politics, local differences, sectional strife, personal ambition should be set aside and the best thought and the best effort of the country given to the consideration and enactment of such economic measures as will open to the people of Nicaragua a new vista of hope and prosperity. The true motives and purposes of the United States toward the Latin-American republics under the Monroe Doctrine, he explained, are to assist in the maintenance of republican institutions

on this hemisphere. He brought the Nicaraguans to realize that in the zone of the Caribbean the responsibilities of the United States are becoming increasingly great, as the opening of the waterway which is to change the trade routes of the world draws nearer, and the desire of the United States to see order and prosperity becomes even more intensified.

Secretary Knox struck a high note and the people were quick to respond. President Diaz of Nicaragua, in expressing his gratitude to the President of the United States and, in particular, the Secretary of State, told the distinguished visitor that the reign of justice and the establishment of order and lasting peace in Nicaragua could not be obtained without our assistance.

"We are weak and need your strong help for the regeneration of our debilitated land," was the heartfelt plea of President Diaz. "The hand which your government fraternally extends to us I seize without reserve or fear, for I know that it belongs to a people that has made a religion of liberty, and, educated in and for freedom, loves its independence above all and respects the independence of others."

It will be remembered that there became necessary an immediate reformation of the Nicaraguan currency, and to this end a short-time loan was negotiated through the good offices of the United States. Upon the solicitation of Nicaragua, a convention was signed in Washington by Secretary Knox, representing this government, and Senor Dr. Don Salvador Castillero, of Nicaragua. It was ratified by the National Assembly, and at this writing is pending in the United States Senate. The bonds issued will be sold to those offering the most advantageous terms. The amount of the loan will probably be between ten and fifteen million dollars, to be determined after a final report of a mixed commission examining into the validity of the Nicaraguan obligations. Otto Schoenrich, former United States district judge of Porto Rico, as president and umpire of this commission, is settling many of the claims by compromise, thereby saving the Nicaraguan government large sums.

Colonel Clifford D. Ham, formerly surveyor of the

port of Manilla, is collector-general of Nicaraguan customs. Dr. Edwin A. Thayer, formerly connected with the Insular Bureau of the State Department, is revising the tax system. Ernest H. Wands, another American, is acting as financial adviser to the Nicaraguan government. Guy H. Scull, formerly of the Department of Justice, a Harvard graduate and general soldier of fortune, is reorganizing the police. Thus our countrymen are extending the helping hand when aid is most needed.

Citizens of the United States now residing in Nicaragua are optimistic as to the prospects which the country offers if a stable government may be obtained. The agricultural, timber and mining resources hold forth the most promise. "We want this wonderful country developed by American people and American capital," Nicholas A. Delaney, a large coffee grower of the Matagalpa section of Nicaragua told me. "We are tired of bloodshed and political strife, and want a chance to care for our property in peace. The country under present conditions is only producing five per cent. of what it should." (Secretary Knox said that it was supporting a population of 600,000 where it should be 6,000,000.)

Secretary Knox believes that if Nicaragua weathers the next six months without disturbance the worst will be over. According to the Dawson convention there must be a popular election by the people. Gen. Luis Mena, the minister of war, has anticipated the constitutional convention by having himself elected to the presidency by congress. He is endeavoring to have his selection ratified but the United States has refused to sanction this. There are several candidates in the field. There is every indication that Secretary Knox's visit will sweep away any misunderstanding of the United States towards Nicaragua and tend to

(Continued on page 522.)

Sixteen Hundred Lives Lost on the "Titanic"

Terrors and Heroism of the Greatest of Sea Disasters—Many Distinguished Men Drowned—Sufferings of the Survivors—Tragic Details



Life-boat from the "Titanic" nearing the "Carpathia." Women and children rescued wearing life preservers.



Life-boat with survivors from the "Titanic" alongside of the "Carpathia."



One of the collapsible life-boats of the "Titanic" with its human freight nearing rescue.



Group of survivors on board the "Carpathia" supplied with clothing by passengers of the "Carpathia."



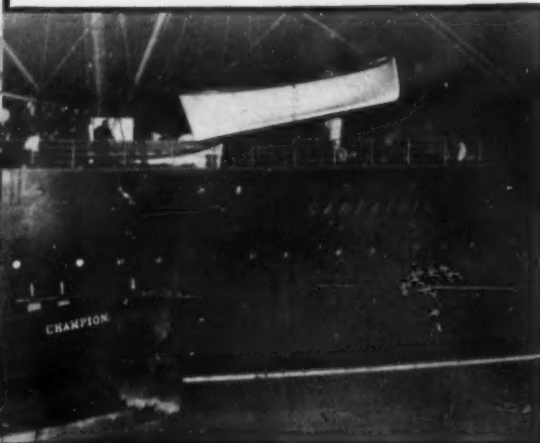
Another group of survivors of the "Titanic" disaster on the deck of the "Carpathia."



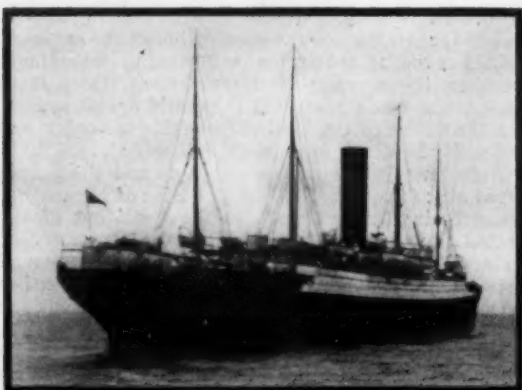
Rescued persons on board the "Carpathia" eagerly looking for land.



Mrs. Charles M. Hays, whose husband, the President of the Grand Trunk Railroad perished on the "Titanic," weeping on board the "Carpathia," as she told Mr. and Mrs. George Harder, bride and groom, two other survivors, of her terrible experiences in the disaster.



Lowering one of the life-boats of the "Titanic" from the "Carpathia" in New York harbor.



The rescue ship "Carpathia" enroute to New York with "Titanic" survivors.

THE FULL measure of the horrors that marked the sinking of the *Titanic*, as well as stories of heroism that are not surpassed in the world's records of the fearless and intrepid acts of men in dire emergency, was made known on the arrival in New York, on April 18th, of the ship of rescue, the *Carpathia*.

This Cunard liner bore 705 persons—a majority of them women and children—saved from the lifeboats of the *Titanic* found drifting in the ice floes after the great steamship, mortally stricken, had disappeared in the deep. The rescuers found that many of the women and children in the boats were unconscious from the combined agony of their experiences and the freezing atmosphere, and four members of the *Titanic*'s crew, among those told off to man the boats, were dragged to the decks of the *Carpathia* lifeless. They had been frozen to death, and their horny hands were stiffened about the oars.

No imagination can picture the mental suffering of these survivors of the calamity. Wives had parted from husbands, children from fathers, at first believing in the ultimate safety of the dear ones left behind. But even while the lifeboats, cruising about aimlessly for a time, were within sight of the doomed vessel, she sank with more than sixteen hundred unfortunates to the bottom of the sea.

From stories told by the survivors, it was learned that the *Titanic* was running in a fair sea when she crashed into a submerged iceberg. The shock was not generally alarming. It was near midnight, and a majority were in their cabins. The band was still playing, for many had not retired. The ship's crew ran about to allay any fear that might be felt. Some passengers who had emerged to the decks returned to their quarters. The engines slowed up and assurances of safety were repeated.

Suddenly the great ship began to list. There were cries of authority from officers. Passengers were ordered to the decks with life belts, and then confusion began, for the masses of men and women

realized that danger was imminent. The alarm that spread was increased in those who saw the sailors working with expert speed at the lifeboats. All at once came the order, "Women and children to the boats!" As the boats were filled and lowered—the sailors helping those nearest to this means of safety—excitement grew. Yet some men stood about unconcerned, jesting, seemingly assured that the great ship could never go down.

The *Titanic* continued to list to port, and fear and excitement soon became general. Women and children were rushed to the lifeboats, which were lowered as quickly as possible, while officers and crew thrust aside men who, in the confusion that ensued, lost their reason. Other men revealed the noblest heroism. Husbands forced their wives into the boats, and some of them at the same time fought off men who tried to save themselves at the expense of the weak. The scenes grew more terrible as the moments passed.

Only sixteen lifeboats were floated with their precious freight. The last to be launched, a collapsi-

ble boat, overturned, but was used as a raft, upon which a number of men and women were finally saved. While a great number of women were rescued, many were engulfed with the ship. These were of the poorer class in the steerage, unable to reach the upper decks, many in the cabins who refused to leave their husbands, and servants of families left in the frenzied haste of the last few moments of the preliminaries of rescue. Some of these, with many of the ill-fated men who had remained below with a feeling of security which nothing but the listing of the ship could dissipate, were seen frantic upon the decks just before the climax to the catastrophe.

As stories of individual heroism were telling, the rescue of a comparatively large number of men was not understood until it was learned that, while the earlier lifeboats were being launched, few women had appeared to fill them, and men present were forced into them. When it became apparent to all who remained that the *Titanic* was doomed, frenzy and riot marked the lowering of the latest boats. This was largely due to an accession of stokers and men from the steerage, who fought their way to the upper decks and engaged with cabin passengers in a struggle for precedence. Officers of the ship—as noble a body of men as ever crossed the sea—stood by and continued to enforce the law as to women and children by the exercise of the only type of force that could be effective. They calmly shot down the foremost who sought to leap into boats already loaded to the limit. First Officer Murdoch, who was on the bridge when the *Titanic* struck, shot himself when he realized the ship was doomed. Captain Smith leaped into the sea and fought off a cook of the vessel, who sought to drag him into a boat, sinking before the *Titanic* finally went down. Colonel John Jacob Astor died a hero's death, standing calmly on the deck and awaiting his fate after seeing his young wife to safety in a boat. The ship's barber, Alfred Whitman, who jumped from the ship and was taken

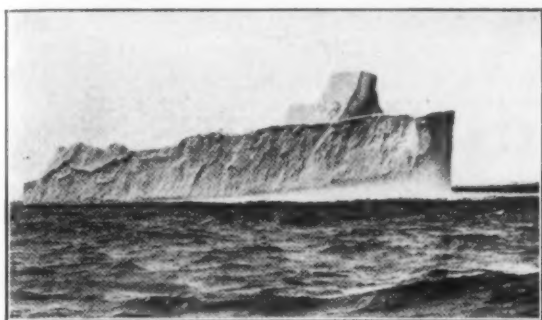
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The Deadly Menace of the Iceberg

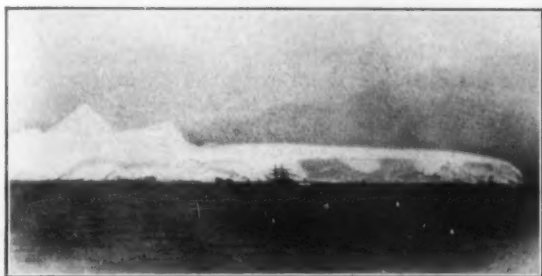
By HENRYK ARCTOWSKI, Scientist, Belgian Antarctic Expedition, 1897-99.



The icefield into which the "Titanic" ran, showing the giant iceberg (on the right) which is believed to have caused the disaster. The picture was taken by Miss Bernice Palmer, a passenger on the "Carpathia," while the "Carpathia" was picking up the "Titanic's" boats.



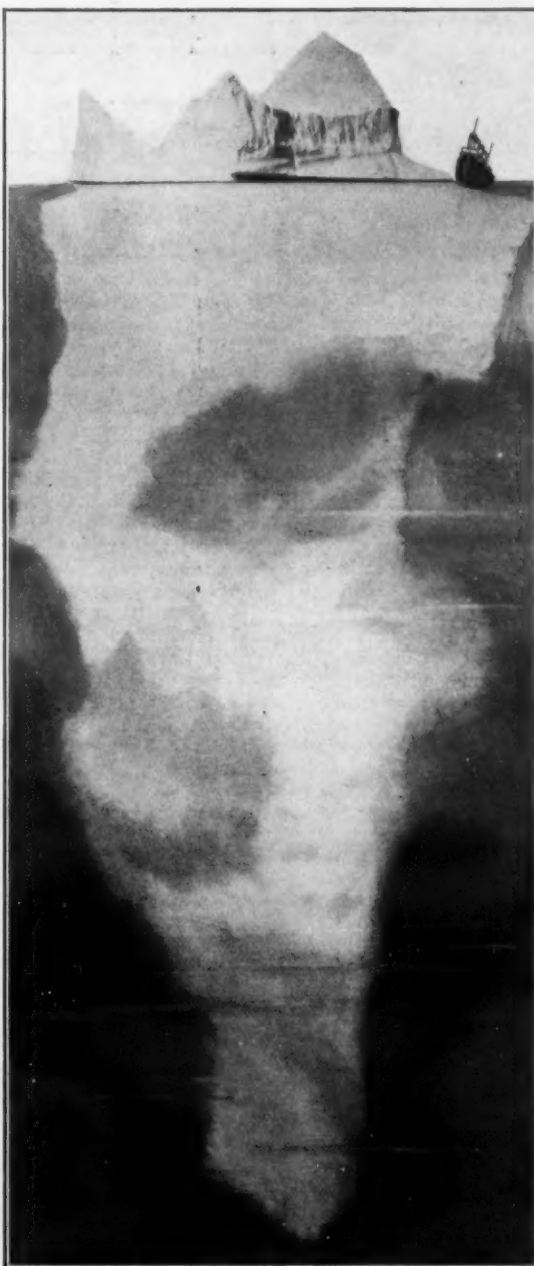
An iceberg 600 feet long, after breaking off from the parent glacier. Bulk estimated at 10,000,000 tons.



The largest iceberg observed by Henryk Arctowski, showing his ship silhouetted against the huge mass. This iceberg was about 1,500 feet long and 400 feet deep.



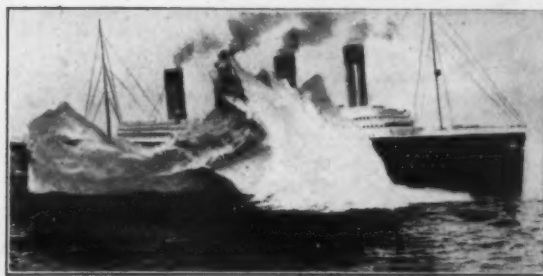
One of the fantastic shapes icebergs assume after wave action. This berg might easily be taken for a sloop under full sail.



The iceberg which the "Titanic" is believed to have hit, showing the manner in which the ship struck the huge mass and how an iceberg floats with at least seven-eighths of its mass below the level of the sea.



A giant iceberg drifting southward off the Labrador coast early in the spring.



The probable comparative size above water of the iceberg and the "Titanic." Mighty masses of ice like this are found drifting in the North Atlantic from February until the end of August.



An iceberg which has taken on the appearance of the Arc de Triomphe. The original line of flotation is plainly seen.

ICEBERGS are not, as people think, frozen water in the strict sense of the word. Rather they are accumulations of snow, which have formed first into glaciers, and then break off into the forms seen in the ocean. There are two types of glacier, coastal and valley. The coastal glacier is formed of snow accretions on the very edge of the rocky shores of the arctic and antarctic regions. The valley glacier is formed in the same way between two rock ridges.

When the accumulation of snow on the coastal glacier is so increased that it projects too far beyond the rock edge of the land, the glacier breaks off in huge, quadrangular masses or icebergs. When a valley glacier becomes too heavy, it starts to slide and slip out of its bed, and, like the coastal glacier, breaks off, as it hits the water, into tremendously large, four-sided shapes.

When these icebergs, or drifting glacier-children, as I call them, break off, they are usually about 90 or 100 feet high above the water and from 700 to 800 feet thick below the surface. I have seen icebergs, just after breaking off, the surface of whose top was approximately 600 feet square. Sometimes they are far larger than that, with a probable weight of over 20,000,000 tons. Lieutenant Peary measured one iceberg that weighed no less than 2,000,000,000 tons.

As the icebergs start drifting with the currents, always toward the equator, the waves start to make

holes and cracks; so that, by and by, the regularity of shape which the bergs possessed when they started on their tour is transformed into a fairy ice castle or a many-minareted mosque. The drifting masses sometimes take fantastic shapes. I have seen an iceberg which had, in probably three months of travel, been transformed into a veritable Arc de Triomphe.

On all the icebergs whose substance has not too largely been eaten by wave action, the line of flotation—that is, the original water line—is very strongly marked. One can tell by the height of this line of flotation the approximate age not only of the iceberg, but of the parent glacier.

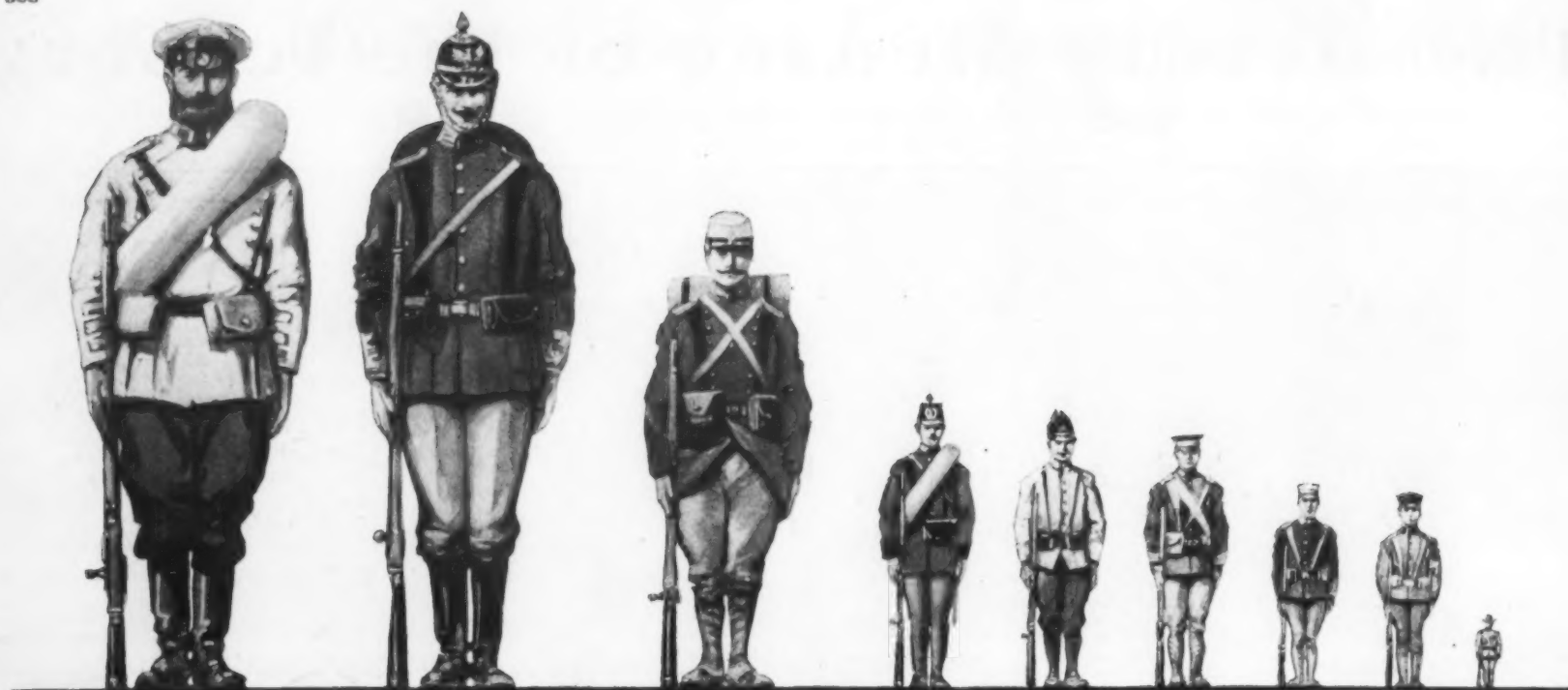
Then, perhaps, as this line of flotation mounts upward by the eating away of the submerged portions of the iceberg, the equilibrium of the iceberg is changed or its equilibrium is altered by a piece breaking off; so that, finally, the iceberg, which commenced its existence as an iceberg as a huge quadrangle, assumes a very irregular shape, and ultimately

nothing is left of it but small, extremely irregular pieces of ice.

Off the Banks of Newfoundland the icebergs are seldom very large. They usually arrive there in castles and ice towers or else in fragments. It requires intense cold and absence of violent wave action for an iceberg to keep its original shape for any great length of time.

I have read, since the horrible accident to the *Titanic*, the statements published editorially that if the steamer had gone farther south it would surely have avoided any big icebergs. Going south might not have changed the situation at all. In extraordinary years—that is, when the glaciers break off earlier than usual, because of unusual accretion—the icebergs are found very much farther south than the routes usually taken by transatlantic steamers, even when pursuing the southern course. Going south would reduce the probability of meeting a big iceberg, but it would certainly never wholly eliminate it.

The piece of the iceberg which juts out above the water, particularly in the irregularly shaped masses, seldom gives a true idea of the size of the iceberg below the water line. I have seen icebergs, notably while on the *Belgica*, the ship of the Belgian antarctic expedition on which Amundsen was my associate, which showed very little mass above the water, yet whose submerged portions were considerably in excess of the usual seven-eighths of the total mass that are under water.



COMPARATIVE FIGURES OF THE WORLD'S ARMIES.

The armies of the nations are here represented in their order by comparative figures: Russia, active, 1,200,000; reserves, 700,000; total, 1,900,000. Germany, active, 658,000; reserves, 1,223,000; total, 1,881,000. France, active, 609,000; reserves, 761,000; total, 1,370,000. Austria, active, 423,000; reserves, 381,000; total, 804,000. Great Britain, active, 250,000; reserves, 489,000; total, 739,000. Italy, active, 255,000; reserves, 390,000; total, 645,000. Japan, active, 235,000; reserves, 375,000; total, 610,000. China, active, 80,000; reserves, 500,000; total, 580,000. United States, active, 80,000; reserves, 115,000; total, 195,000.

When the War Wind Blows

By ALBERT S. LEVINO

But ye say, "It will mar our comfort." Ye say, "It will minish our trade."

Do ye wait for the spattered shrapnel ere ye learn how a gun is laid? For the low red glare to southward when the raided coast-towns burn?

(Light ye shall have on that lesson—but little time to learn.)

—The Islanders.

WE AMERICANS delight in thinking ourselves an invulnerable people, a nation to whom defeat in war could not possibly come. We pay about as much attention to our military problems as we do to who hit Billy Patterson or the domestic policy of the Patagonians. An annual report of the Secretary of War has about as many readers as a daily newspaper in an asylum for the blind. We maintain an army of 80,000 soldiers, officered by some 9,000 splendidly trained specialists in national defense, in whose care we gladly place our national life and honor in war—but to whose opinions we refuse to accord even an audience in peace.

It has been our unbusinesslike neglect of the real meaning of national defense which has permitted our many wars to impose the terrific toll of \$14,860,636,462.50 for their prosecution. Against a total of only 1,383,081 opponents in all our wars, we have called into the Federal military service no fewer than 4,688,597 Americans—a ratio of 3½ to 1. Our pension bill at the close of the fiscal year ending June 30th, 1911, totaled \$4,230,381,730.16, with 892,098 pensioners still on the rolls. And we are expending on them annually more than the yearly cost of the entire German army. The following figures are collected from official War Department and Pension Office reports. They do not include our war with Tripoli, which was a purely naval affair.

War.	U. S. Troops.	Opponents.	Pensions to June 30, 1911.	Pensioners on Rolls June 30, 1911.
Revolution	406,897	143,761	\$70,000,000.00	0
1812	527,654	70,817	45,853,024.19	279
Creek	60,581	2,500		
Seminole	8,617	900	11,192,205.52	4,016
Black Hawk	10,023	1,800		
Florida	73,143	1,700		
Mexican	115,091	87,960	45,279,686.83	7,621
Civil	2,898,304	850,000	3,985,719,836.93	833,756
Spanish	284,838	196,643	34,142,976.37	28,490
Philippine	114,449	50,000	21,705,852.33[a]	15,508[a]
			16,488,147.99[b]	
			120,879,861.74[c]	
Totals	4,688,597	1,383,081	\$4,230,381,730.16	892,098

[a] Regular Establishment.

[b] Unclassified.

[c] Cost of maintaining Pension Office and disbursing pensions to June 30, 1911.

From the close of the Revolution to the present day, the people of the United States have regarded national defense in the light of a political shibboleth rather than as a safe and sane military plan. This theory is essentially the product of a traditional and provincial unwillingness to consider this country as any but an isolated world Power, now at peace with other nations and destined therefore always to remain so. Unfortunately, history—with its valuable lessons of repetition—opposes our calm acceptance of any such hypothesis. For no nation in the world to-day shows so great a ratio of years spent in actual war to those of peace as does the United States!

We have had, in our 135 years of national life, no less than one year of actual, declared war for every three and one-half years of peace. Not a bad record

* Increased for the Tripolitan war. ** Militia.

for a young republic, and an isolated one at that! And all these wars weren't righteous wars, either. Our political methods and parade of force attending our acquisition of Florida and the war we waged for Texas show that, when the United States wants anything very badly, it is quite as willing as any other nation to make what it wants appear as what it ought to have.

And yet we boast a sort of smug, quixotic refusal to urge our own advantage, lest such urging be considered undue pressure or wanton attack. We claim that as a nation we stand for "the square deal." We predicate our system of national defense during peace on the pernicious theory, purely political and opposed to all laws governing military success, that we shall never assume the offensive in an international conflict.

That theory may be all right for politicians, but it is all wrong for soldiers. A defensive war means military defeat and, therefore, national disaster. Our own conflict between the States establishes that; for surely nothing so contributed to the defeat of the Confederacy as its enforced system of purely defensive warfare. The conflict which but lately raged in Manchuria proved the impossibility of victory falling to those constantly on the defensive. Had Russia undertaken an aggressive war from the outset—predicated, of course, on her ability to do so—she must certainly have withered the resources of Japan and doomed her slant-eyed opponent to inevitable ruin; but graft and incompetence in the Russian military system, born of the same apathy of the Russian people toward their army in peace as we Americans display toward ours, precluded the possibility of the Czar's forces being victorious.

Elihu Root stated a truth which every citizen of the United States can take personally to heart when he said, "The matters in dispute between nations are nothing; the spirit which deals with them is everything." With the aggressive American spirit what it is, there is always the likelihood, or at least the possibility, of an embroglio. Then, too, wars will be caused in the future, just as those of the past have almost always been, by keen commercial competition and trade rivalry, which grow fiercer every day with the increase of population and the burden of supporting it. But, beyond even these important features, the United States is irrevocably committed to two international policies fraught with grave issues and consequences.

We stand pledged not only to our own posterity for the commercial upbuilding of this country, but to all the world for the honorable and virile maintenance of the Monroe Doctrine in South America and the open-door policy in China. The present and at least one generation more will be intimately concerned, too, with our semi-suzerainty over the Philippines, Panama and Cuba.

It is evident that the time can hardly come, even in many centuries, when the United States will be as densely populated as Germany and other countries now are. But the day may shortly arrive, if, indeed, it is not already at hand, when our home demand will not be equal to the task of digesting American supply—when we shall be compelled to look overseas for markets wherein to dispose of wares on the manufacture and sale of which this country's very life depends.

The far East presents a most attractive field for American commercial exploitation, for in China and Korea to-day our trade is third only to that of Great Britain and Japan. But other world Powers are there, too, well entrenched and extremely antagonistic to further inroads on their established traffic. Particu-

larly is American business in the Orient menaced by the swiftly flowing Japanese industrial tide.

Germany and the United States now stand alone in their demand for the integrity of China. With Japan, Great Britain, Russia and France all eager for the "sphere" policy and determined on its universal acceptance, there can never be lack of opportunity for international misunderstandings. And truth demands the statement that, should the United States succeed Germany as the tutor of China's newly forming army and the purveyor of its arms and equipments, Germany's interest in preserving the integrity of the Chinese empire will cease and she will then join with the other nations in seeking the "sphere" method of outletting her wares.

So far as South American commerce is concerned, we shall have—nay, we already have—for our fiercest competitor that very Power with whom our Oriental policy now harmonizes. The German empire is a present and future business rival in South America not to be despised. German solidity and enterprise will be found fit peers of American virility and initiative. The war for dollars in South America is one wherein prompt national potency will be the ultimate and deciding factor. Certainly the international contest for markets is one in which the race will be to the swift and the battle to the strong.

Our ancestors believed that they were geographically isolated and permanently safeguarded against foreign attack and invasion because an ocean bounded one side of their domain and an apparently impenetrable mountain chain the other. History has demonstrated their error. We of to-day point complacently to the far-flung sweep of our marvelously fecund land, and on the great oceans which wash our shores we serenely base our claims and reliance for national safety. Let us continue inert in any such theory and history will demonstrate our error.

Those oceans are a potential source of menace to us. The one-time barriers made up of the difficulty and the time needed to transport large armies and their supplies across the seas have been banished by the ocean greyhound. Allowing a quota of two tons per man and six tons per horse, the British mercantile marine immediately available permits the transportation of over 1,000,000 tons, or 450,000 soldiers. Germany's available transport tonnage is 1,250,000, or about 475,000 well-equipped men. France is always ready to move 350,000 troopers. While Japan, with 1,618 steamers of 1,153,480 tons, can easily transport 400,000 fully armed and amply supplied soldiers. And, of course, the formidable navies of these nations would convoy their troop ships.

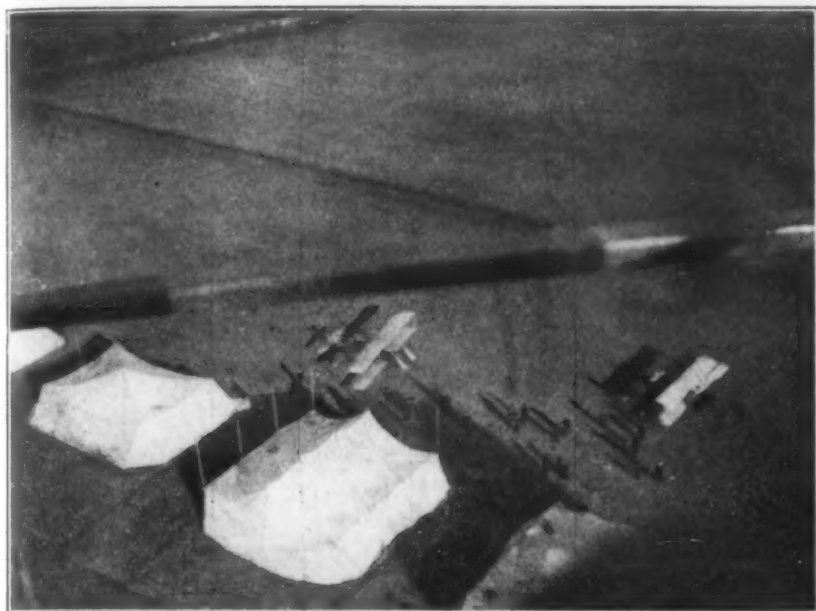
Two specific instances of the vulnerability of a nation which has not adequate and proper military plans are supplied by the United States and China; many more could be cited. In 1814 some 3,500 British soldiers marched to Washington, burned our public buildings and got safely away, notwithstanding they were opposed by 7,000,000 population and over 200,000 untrained civilians under arms. A few years ago 22,000 soldiers effected a landing on Chinese soil, proceeding there from countries more than twice as far away as Europe is from the United States, and successfully invaded a nation which had 400,000,000 inhabitants, finally dictating terms of peace in its capital.

It is manifest that our navy should be maintained for the primary purpose of seeking and destroying the enemy's fleets—naval and merchant—wherever they are located and of whatsoever weight they shall

(Continued on page 520.)

The Future of the Aeroplane in Our Army

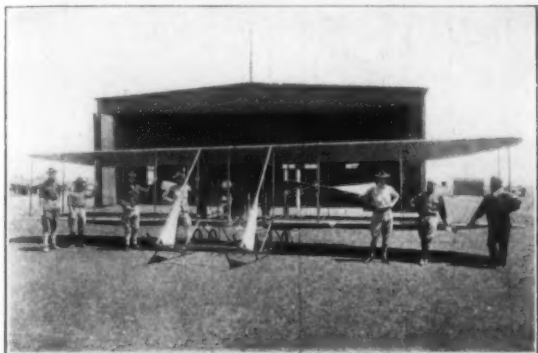
By CAPTAIN PAUL W. BECK, 18th Infantry, United States Army



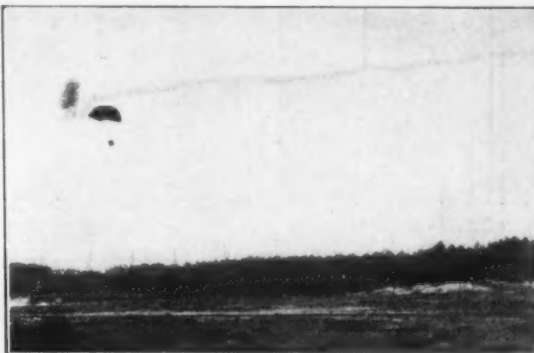
Photograph taken from an army aeroplane over the Augusta, Ga., training grounds, showing the aeroplane tents and a Wright and Curtiss machine on the ground.



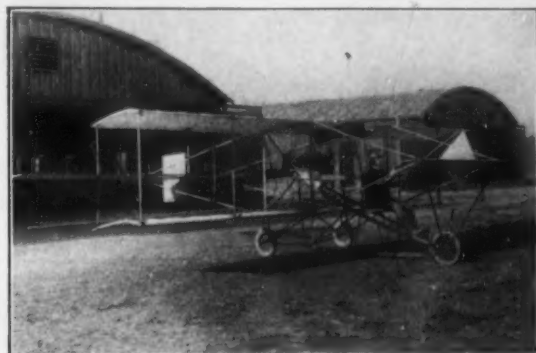
Photograph taken from Lieutenant Arnold's Wright biplane, at the Augusta training grounds from an altitude of about 1,200 feet at the San Antonio, Tex., mobilization camp.



One of the army's Wright biplanes, Lieutenant B. D. Foulois, Signal Corps, U. S. A., second figure from the right. Lieutenant Foulois, with Major George Squier and Lieutenant Frank P. Lahm, organized the army's corps.



A balloon shattered with a new projectile invented in England, which leaves a smoke tracer throughout its course from gun to target to show the gunners how their aim should be corrected for succeeding shots.



Captain Paul W. Beck in the Curtiss biplane, in which he recently had an accident at the Augusta training grounds. This machine was the fastest aeroplane in the army service.

IN FUTURE wars the nation that fails to make use of its aerial squadrons, the new "fourth arm," will reap the result of its negligence in the bitter fruits of defeat.

On a scale of ten I should give a weight of seven to the information factor in war, leaving to the aggressive factor the weight of three. In gathering information by means of the aeroplane, it can be done either from the air, by topographical sketching or by photography, supplemented by written reports; or by flying in advance of our own force, landing, making the sketches by the usual methods, and thereafter flying back with the completed work.

The aeroplane's greatest field lies in the theater of operations, although not in the immediate presence of the enemy. That is to say, it is primarily a great strategic weapon. However, the French and German military airmen have made it a very efficient tactical weapon as well, by reconnoitering hostile troops and positions during maneuvers.

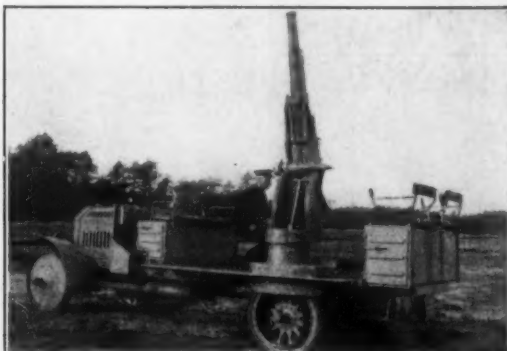
It is absolutely certain that the aeroplane, in accurately locating and constantly keeping in touch with the main body of the enemy, fills a long-felt want in army organization. Heretofore that has been a function of the cavalry screen. But it has seldom transpired that a cavalry screen has been effective in its accomplishment.

It can be stated positively that an aeroplane flying at an altitude of 3,000 feet can locate definitely a body of troops of the size of a division or larger; can ascertain its component parts; can see its topographical limits and determine its lateral and rear connecting roads, railroads or waterways; can distinguish the different types of defensive works used; can determine the general topography in its immediate vicinity, and, in short, can gain and carry all needful information. At this altitude of 3,000 feet the vital parts of the aeroplane and the passengers would be as safe from hostile fire as would the men on the fighting line. A soldier can ask no more.

Used aggressively, the aeroplane will have two distinct functions:

1. It will be used against the enemy on land and sea.
2. It will be used against hostile air craft.

In the former case there will be two main subdivisions. These are against men and animals and against buildings, bridges, defenses or other works. Against men and animals shrapnel will probably be employed. These projectiles are comparatively light and a number can be carried at one time. The moral effect of such fire at dawn or dusk against, say, an enemy's cavalry, artillery or transport trains would be tremendous. Against defenseless landing parties in small boats, the effect also would be great. Against works, large charges of high explosives will be dropped. If some inert explosive is used, the



A Krupp 7.5-centimeter (2.95-inch) aeroplane gun mounted on an auto truck. The gun fires a projectile weighing 12 pounds 2 ounces to an altitude of 4 miles. The motor carries 62 rounds under the seat and is capable of making 30 miles an hour.



René Simon in a Blériot monoplane ending a reconnaissance at San Antonio, with a battery of the 3rd U. S. Field Artillery preparing to unlimber and fire at him.

aeroplane could get safely away before the time fuse would operate.

Using one aeroplane aggressively against another, it is probable that the weapon to be employed will be some small, light machine gun, such as the Benet-Mercier or even the Springfield service rifle. Should it be used against lighter-than-air craft, the bullets can be made explosive upon impact, in order to destroy the balloon fabric.

There is a third field of usefulness for the aeroplane. This is in the transport service. Aeroplanes have carried 660 pounds for flights lasting over two hours. Allowing 160 pounds as the weight of the pilot, we have 500 pounds for ammunition or supplies. Suppose a besieged place forty miles distant from a base of supply; a loaded aeroplane can cover that distance in fifty minutes. Five hundred pounds means 6,000 rounds of ammunition. It also means one day's

emergency rations for 500 men. Four round trips in eight hours would mean 24,000 rounds of rifle ammunition, or one day's food for 2,000 men, which can be multiplied by the number of aeroplanes employed.

Let us consider the aggressive use of the aeroplane. The following questions naturally occur: 1. Can it carry enough weight to make it of worth? 2. Can this weight or any part of it be dropped without so disturbing the equilibrium of the aeroplane as to endanger the passengers? 3. Can it attain sufficient altitude to render it and its passengers reasonably safe from hostile fire? 4. From such safe altitude can the strike of the projectiles be sufficiently controlled to warrant its use as an engine of destruction?

Here are the answers:

1. A weight of 1,050 pounds was carried during 1911 for a distance of one mile in an aeroplane. Mr. Weyman, at the French military trials in September of last year, traveled 190 miles at the rate of over 73 miles an hour, carrying a weight of 660 pounds, in addition to fuel, for four hours.

2. Anthony Jannus, at Jefferson Barracks, Missouri, last March, dropped a parachute jumper and parachute from his aeroplane, a total weight of 265 pounds, without disturbing his equilibrium.

3. French military pilots frequently ascend to altitudes above 3,000 feet with 660 pounds additional to fuel.

4. In his efforts to gain the \$20,000 Michelin prize, Mr. Scott, a graduate of the West Point military academy, since resigned from the service, is reported to have dropped projectiles from heights above 2,000 feet, which struck in the area of a ten-foot circle.

It seems obvious that the only requisites to a complete solution of the aeroplane problem and the incorporation of the resulting military unit into our army are: First, money with which to experiment; and, second, officers to do the experimenting.

Strange as it may seem, we of the aviation service in the army are facing the unique situation of having enough money for present needs, with the probability that Congress will appropriate \$100,000 more for the fiscal year 1913, yet we cannot procure a sufficient number of officers to carry on even the experimental work. At least thirty-eight officers are needed on aviation duty during the next year, in order to work out the many and varied problems which now confront us. These men would later be a nucleus around which an adequate corps could be built.

Another great difficulty in getting officer-aviators is the fact that there is no extra compensation allowed for the risk run and the additional expenses incumbent on a flyer. Officers, however much actuated by patriotic motives, do not flock to the flying field under existing conditions. To obtain four officers for this duty, the War Department scoured the entire

(Continued on page 521)

Army Maneuvers in Foreign Lands



Kaiser Wilhelm and his staff changing position at the recent grand maneuvers of the German Army at Strassburg.



German infantry going into action in heavy marching order. The equipment weighs, with rifle and 100 rounds of ammunition, 67 pounds per man.



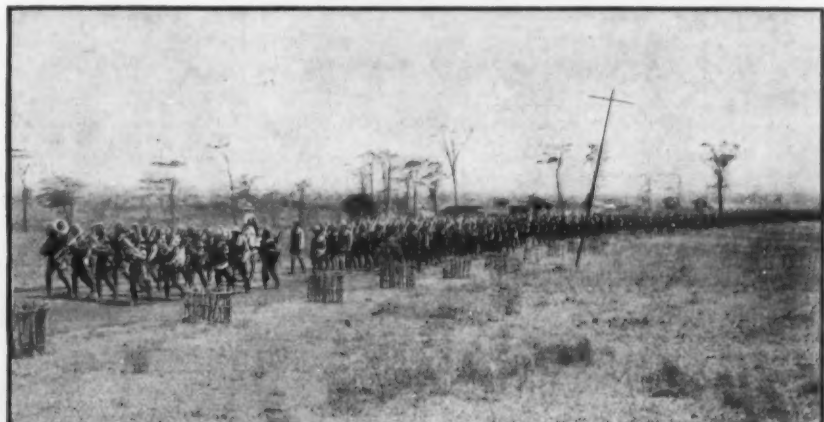
The famous Cycle Corps of the French Army acting as a scouting force far in advance of the Red Army at the recent French grand maneuvers.



A bicycle scout of the French Army. Note the knife-like bayonet in its scabbard. All armies have discarded the knife for the ramrod bayonet. Charges were ended by the machine gun.



Canadian artillery at Shoeburyness, England, practicing with a 4.6-inch siege gun for the King's Cup competitions.



One of Great Britain's colonial organizations, recruited from natives. The King's African Rifles, with native band trained to European instruments, on a practice march.



A troop of Portuguese lancers practicing in column formation over heavy ground.



A regiment of Italian infantry on the march in Tripoli. The field equipment of the Italian foot soldier, with rifle and 100 rounds of service ammunition, weighs 74 pounds.

PERSONS not directly interested in the war game always find something attractive in pictures and details of the movements of troops, whether in maneuvers that promote efficiency or in the actuality of battle.

For years Germany has concentrated attention as a military Power, the last word in everything relating to soldiery and tactics being expressed, at least in theory, by that distinctively military country.

The latest general maneuvers of the German army near Strassburg seem to have verified the world's opinion of its military establishment. The army has a system of interchanging commanding officers to enforce efficiency in unusual circumstances, and strategy is a favorite resort of its commanders. In contrast with the alertness and readiness of both the German and the French general staffs, according to an expert observer, the Japanese staff is considered slow, particularly in administration. The Italian experiments have been novel, in that combined army and fleet maneuvers have given lines on dual efficiency.

In British, German, French and Italian administration there has, of late, been evident a purpose to make all three arms—artillery, infantry and cavalry

—co-ordinate as closely as possible in action for mutual aid and protection. More than this, such a system is in line with the characteristic of all modern armies—a belief in offensive action.

Analysis of the infantry of various armies shows that, while the Japanese are impetuous in attack, they pay too little attention to fire; that the French carry too heavy equipment, and, while commanders of large units handle them well, the work of company and junior officers is indifferent, lacking initiative and fire discipline; that the marching power of most countries has improved in recent years, thanks to gymnasium work and continuous training, the British being aided by lighter equipment.

In their cavalry all countries now pay greater attention to dismounted action, and the rifle is displacing the sword and lance. Cyclists are used in France, Russia and Austria-Hungary for development of fire action. Germany excels in mounts, although Italian cavalry uses hardy Sardinian horses capable of long distances. British maneuvers have been remarkable for massing and for exercise carried out in shock tactics, although dismounted action is practiced.

France is believed to lead the way in artillery, be-

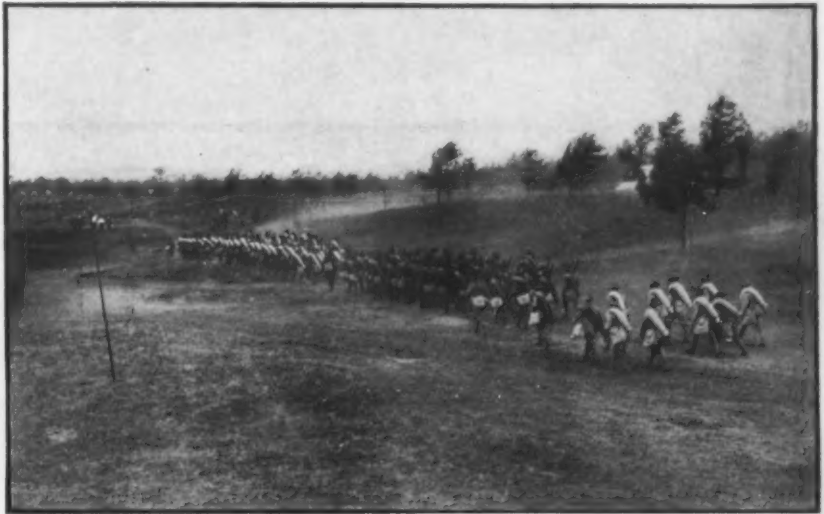
ing remarkable for simplicity of tactics and rapidity of maneuvers, while it also leads in gun mechanism versus aeroplanes. Germany has greatly changed tactics and equipment in field artillery, a notable addition being quick-firing, shielded field howitzers. Indirect fire is the rule with this artillery, and batteries are dispersed instead of being massed and are connected by telephone with one another and with headquarters. In Japan direct fire in contradistinction to indirect was employed during the latest maneuvers and the guns were dispersed.

The maneuvers of all nations show the introduction of air craft for reconnaissance. France, however, seems to lead in this modern aid. At the French grand maneuvers a constant and accurate stream of information was provided by the daring monoplane and biplane aviators, and the information furnished proved the superiority of this channel over cavalry and cyclist patrols. The monoplanes and biplanes were used tactically, while dirigible balloons were employed in the rear of hostiles for strategical purposes. Bad weather prevented the general use of aeroplanes except for a brief period in the German maneuvers.

The United States Army and Its Methods



Part of the skirmish line of a regiment of United States Infantry firing on the enemy in the annual maneuvers.



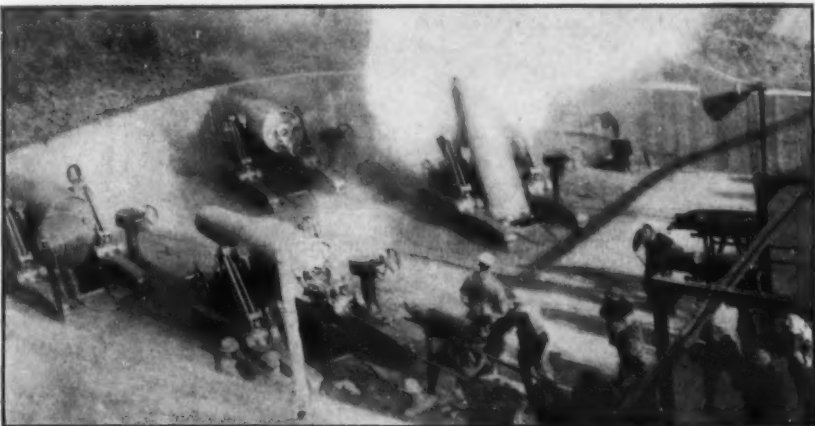
United States Infantry returning to camp after working out a maneuver problem. The field equipment of the American regular, with rifle and 100 rounds of ammunition, is 68 pounds.



A troop of the Fifteenth United States Cavalry charging across the drill-ground at Fort Myer, Va.



A battery of field artillery of the United States Army at Fort Riley, Kans., preparing for target practice.



Firing one of the giant twelve-inch mortars at Fort Totten, New York. The mortars and gunners are in deep pits. The United States alone has perfected mortar fire for coast defense.



A ten-inch gun, mounted on disappearing carriage, at the exact moment of discharge during a recent target practice at Fort Hamilton, New York.



The wireless section of a Signal Corps company of the United States Army practising at Fort Leavenworth, Kans., with the new portable field wireless set. The 30-foot mast is carried in sections, and the equipment can be put in working order in twenty minutes.



Company P, United States Engineers, instructing members of the National Guard of New York in the construction of a pontoon bridge. Floating the shore pontoon into place.

IF THERE is one big, distinguishing trait of the United States regular, it is individuality. In every one of the great foreign military nations, particularly Germany and Japan, battalion and company officers and enlisted men are carefully trained not to think for themselves. They are used as mere chess pieces under the guidance of a master mind. In this country, where our melting pot has yielded us an extraordinarily self-reliant, cool-thinking, intensely initiative product, it is but natural that our soldiers should be trained as are our civilians.

In many respects our regular army cannot compare with the tremendous military establishments of foreign Powers. We have not the numbers nor, in some essentials, the equipment that mark the European and far Eastern forces. For example, in the whole United States army there are but six regiments of field artillery, and two of these organizations are of the mountain battery and horse artillery type. This leaves us but four regiments of field artillery, equipped with three-inch guns. Of siege-piece organization we have not the slightest vestige.

Yet there is no arm of the service more important in modern warfare than the artillery, and there is

none so difficult to train. Without the supporting, blanketing fire of field and siege guns, infantry and cavalry—dismounted, of course, when it goes into action—cannot advance on the enemy's lines. Nowadays artillery is not posted on the actual summit of a hill from which to deliver its fire. Down the back slope, on what is called the military crest, the brawling guns will be found employing indirect fire, the gun crews never seeing the targets at which their pieces are being fired.

We learned this little trick from the French, who, until the American soldier went to the task of learning it, led all nations in their use of indirect fire. Now, thanks to the custom of thoroughly training in peace times what soldiers we have in artillery and rifle fire, we have succeeded in obtaining better target results than any army in the world. And nothing tends more to produce marked individuality in the soldier than continual, well-conducted target practice.

The United States army spends annually on rifle target practice five times the sum spent by any other army of an equal number of men. This applies, too, to our field and coast artillery. As a result, no better marksmen can be found than the American soldier

and his cousin, the national guardsman, who is trained along the same lines. Every world's fire-control and accuracy record with rifle and big gun is to-day held by the American soldier.

The day of flashing saber attacks by cavalry has passed, ended by the machine gun and the long-range rifle. In the German grand maneuvers the Kaiser always orders a charge of his cavalry, clean up to the muzzles of the intrenched infantry and artillery. It is magnificent, but it is not war. Our army would be quietly, easily and very, very safely picking off those wonderfully caparisoned officers and cuirassed soldiers while they were still fifteen hundred yards away, and never a man of them would live to get inside of the thousand-yard zone.

The United States army is small, in accordance with the will of the people not to support a large standing military establishment. But what we have is almost one hundred per cent. efficient, the splendid nucleus of the big army of regulars, militia and volunteers which we should place in the field if occasion required. It is only in equipment—quartermaster, commissary, medical and particularly ordnance stores—that our army is lacking.

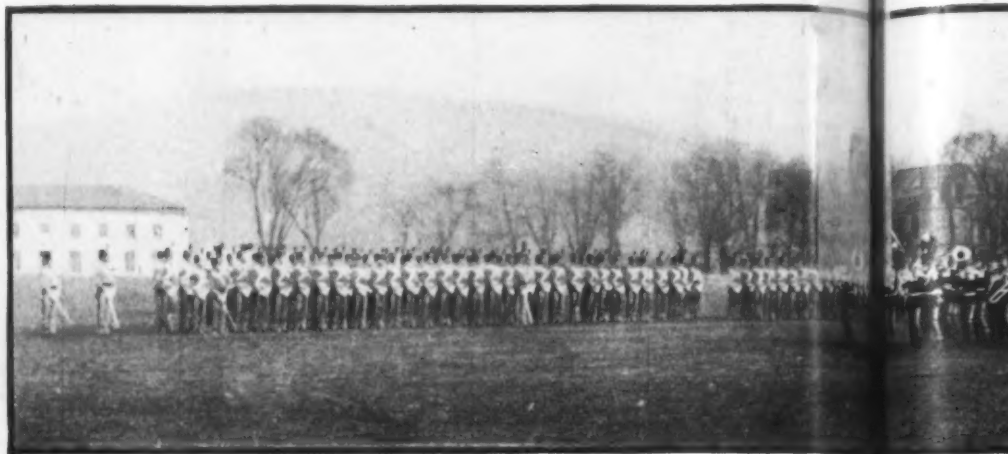
The United States Military Academy

The World's Model Institution for the Development of Army Officers

(See page 514.)



A squadron of cadet cavalry passing in review at the termination of a drill on the cavalry plain.



"Sounding off." The crack Military Academy band marching the colors at even



Instructing cadets in the use of coast artillery. Loading a 6-inch gun mounted on a disappearing carriage.



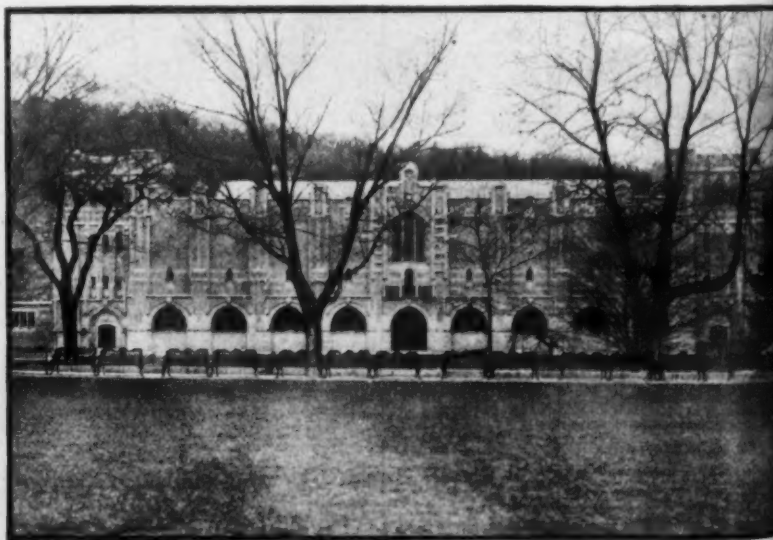
The same gun in firing position. The recoil restores it to its loading position under the parapet.



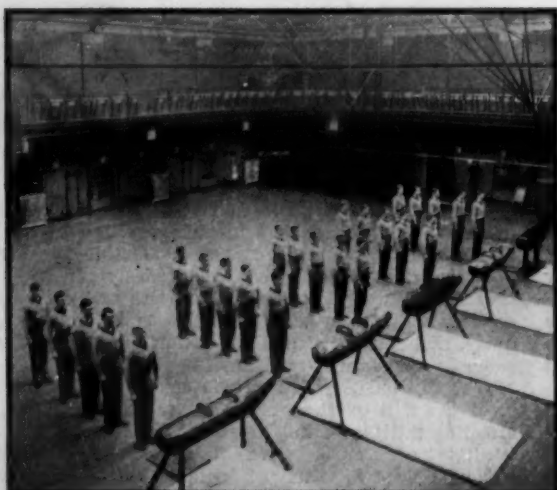
Major General Thomas H. Barry, Superintendent of the Academy, who commands the Army of the Pacific.



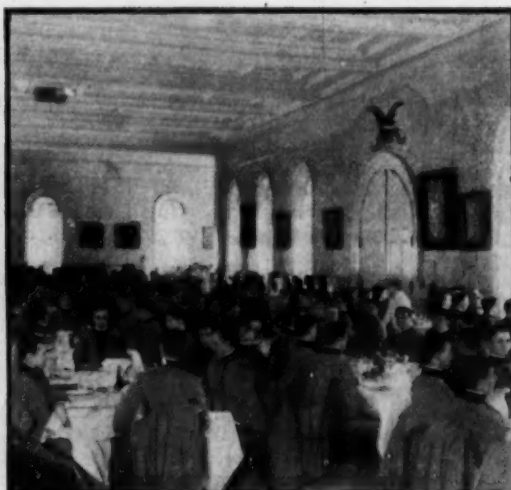
A bird's-eye view of West Point, showing artistic grouping of buildings.



The new gymnasium at West Point.



The cadets going through "setting up" exercises in the gymnasium.



"Chow" in Grant Hall, the mess hall of West Point.



Infantry private, full dress uniform.



Coast Artillery private, full dress.



Engineer corporal, dress uniform.

NEW DRESS AND FIELD SERVICE UNIFORMS OF THE

ilitary Academy at West Point

Department of Army Officers, Pictured with Phases of the Life of the Cadets

(See also page 514.)



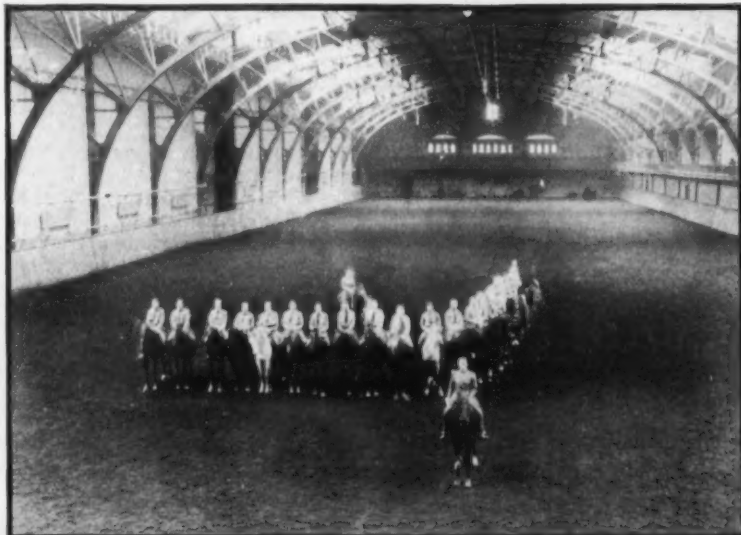
Army band marching the colors at evening parade. The cadet corps at "parade rest."



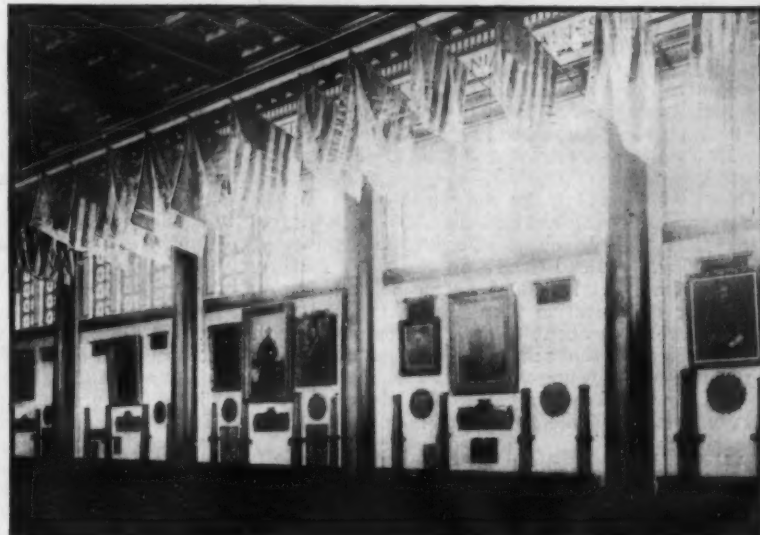
Artillery drill with 3-inch rifles by the cadets. The guns when fired are trained on Crow's Nest Mountain, three miles away.



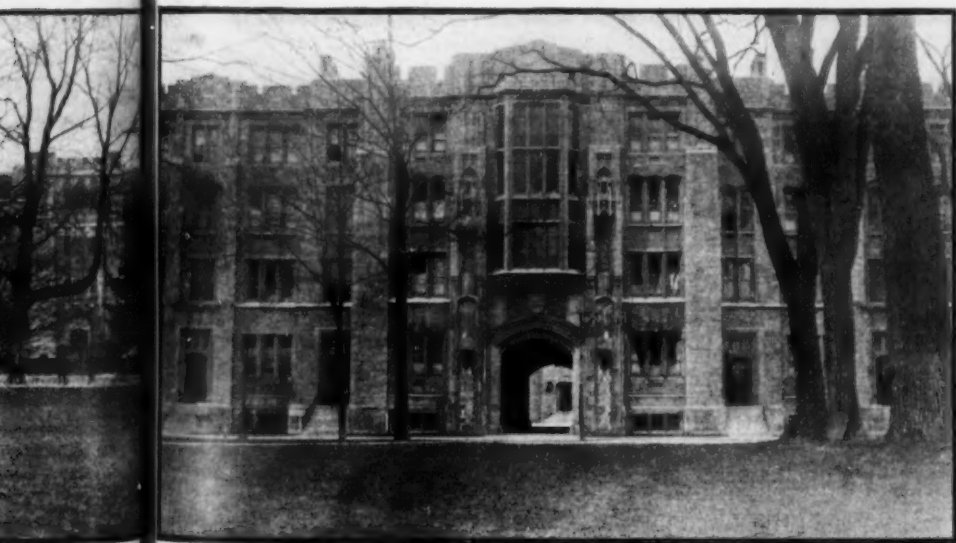
Major General Thomas H. Barry, Superintendent of the Academy, who commanded the Army of the Pacific.



Cadets at mounted drill. They are taught every kind of rough riding and do "stunts" that would make circus riders jealous.



The interior of Cullen Hall, showing old battle flags of the army and captured cannon from Revolutionary to Spanish-War days.



The new North Barracks at West Point, and its beautiful postern.



Looking across the top of the Riding Hall.



Private, service uniform. Cavalry sergeant, field service uniform. Field Artillery private, full dress. Cavalry sergeant, full dress uniform.



The Spartan simplicity of a cadet's room.



Cadets at work in the drawing room.

The World's Greatest Military School

By MRS. C. R. MILLER

THE SELECTION of West Point as the place for the national military academy was due to its advantages from a military viewpoint, for its rugged beauty and its severe climate were calculated to be beneficial in the foundation of that sort of character so essential to a successful officer. The academy was formally opened on July 4th, 1802, with ten cadets and five officers as instructors. Its success is said to be due to the administrative ability of General Sylvanus Thayer, who became its superintendent in 1817 and served as such for sixteen years. This officer is known as the Father of West Point. Since the opening of the academy, including the class of 1911, more than five thousand officers have been graduated.

Under the act of Congress of 1903, the corps of cadets are made up as follows: One from each congressional district; one from each Territory, appointed upon the recommendation of congressmen; two at large from each State, selected upon the recommendation of senators; one from the District of Columbia, appointed upon the recommendation of the commissioner of the District; one from Porto Rico, upon the recommendation of the resident commissioner. Forty at large are appointed by the President, and the Secretary of War is authorized to permit four Filipinos, one for each class, to be designated by the Philippine Commission, though they shall be eligible only to commissions in the Philippine Scouts. A candidate must be between seventeen and twenty-two, and in good health, and not be under five feet four inches in height if he is seventeen, or five feet five inches if eighteen years of age. He must undergo a strict medical examination and is subjected to an exacting mental test.

Once at West Point, the cadet's military life begins and drills of various kinds are added to the course of study. A cadet's education costs the government about \$3,500. All cadets are on the same footing. The pay of a cadet is \$600 per year and one ration per day, or commutation thereof at thirty cents per day. The total is about \$709.50, to commence with his admission to the academy. Immediately after his admission, the young man must spend about \$160 for uniforms. There is practically no way for a cadet to spend much money, for he is not allowed to leave the reservation. The sending of money by parents to the cadets is discouraged.

The daily life of a cadet is busy: Reveille is sounded in the barracks at 6 a. m., and breakfast is served half an hour later; recitations follow from 7.55 a. m. to 12.05 p. m.; dinner is served at 12.30, and at 1.25 the cadet is again in the recitation room until 3.30 p. m. Drills follow, either in the barracks or on the plains, from 3.40 to 4.40. Dress parade and guard mounting follow. Supper is served after parade, and at 7.15 the cadets are in quarters. Taps

are sounded at 10 p. m. Saturday is sort of half holiday. Cavalry drill is held in the morning and inspection after dinner. Athletics usually follow. All day long during the week the big gymnasium is used for class exercises. The new riding hall is one of the finest in the country. It is built of gray stone and is 565 by 135 feet and covered with a cantilever roof. Every morning finds a number of cadets under instruction there. Drawing is taught, as the making of plans and maps must be understood. Among the specimens of art work adorning the corridors of the buildings are several by James McNeil Whistler, who showed his talent even as a boy at West Point; another is an Indian scene, the work of General Grant. The recitation rooms are fitted up with pure slate blackboards, which seem to be in constant use.

During the summer the cadets go into camp from June 15th to August 28th. Drills are held as usual and the cadet gets a genuine taste of life from an army viewpoint. The social life of the cadet is confined to hops, generally given on alternate Saturday nights during the term and during the encampment. The cadets are also permitted to visit friends staying at the hotel on the reservation.

The graduation takes place in June, when there is a week devoted to outdoor drills. The sisters and sweethearts of the cadets gather at West Point, and all day long "Flirtation Walk" echoes with the merriment of youth. Special privileges are given to the cadets, and for a few days the tasks are forgotten. The drills are more or less spectacular. After graduation the cadet is eligible to the rank of second lieutenant and is appointed to whatever branch of the service his record entitles him. Those who are highest in class honors are generally appointed to the engineer corps.

The present superintendent of the academy, Major-General Thomas H. Barry, is a strict disciplinarian, but of a kindly nature, a proper sense of justice and consideration for the trivial follies of youth, and a tact which makes him popular. Captain Robert C. Davis is the adjutant, and Lieutenant-Colonel Fred W. Sladen is the commandant of cadets.

An act of Congress authorizing the expenditure of \$5,800,000 for the reconstruction of the United States Military Academy was passed in June, 1902, and at a later session of Congress \$1,700,000 additional was allowed. The Secretary of War instituted a competition among the best architects in the country. One condition of the contest was that the plan submitted must afford an opportunity for the enlargement of the buildings as the growth of the country required, without marring the symmetry and beauty of the place. The new buildings, when completed, will have various centers, connected by rows of residences for the officers and instructors. The majority of the buildings are constructed of native granite, and their

massive walls and towers suggest the architecture of portions of the famous Tower of London. The riding hall stands on a rocky terrace at the head of the dock road. It has a cantilever roof, covering the large arena of 135 by 565 feet. The west academic building was completed in 1895, before the new plans were formulated, but its style harmonizes with the present type. The east academic building is now in course of construction.

The post headquarters, with its medieval towers, is one of the finest buildings of the new West Point. The north barracks for cadets cost about \$230,000. It contains 112 rooms, each of which is the sleeping quarters of two cadets. The south barracks date back to 1850, but the whole building has been overhauled and modern conveniences have been installed. The new gymnasium is somewhat different in exterior decoration from the other buildings, as brick and limestone were used. Flanking the structure are two great towers, about forty feet square. The gymnasium hall is about 300 feet long and more than 200 feet in width.

The post chapel on the hill, in the rear of the barracks, is perhaps the dominating feature of this group—a splendid stone structure, cruciform in plan, with a central tower, 130 feet high. The interior is richly decorated. Twenty-seven large panels, with life-sized pictures representing the militant characters of Biblical history, are the chief feature. A Catholic chapel was erected in 1899.

On the eastern edge of the plain stands the stately Cullen Hall, built from money bequeathed for that purpose by the late General George W. Cullen. It is an Ionic structure of pink granite and is said to be one of the world's beautiful buildings. It is used to house the trophies of the army and the memorials to distinguished graduates. It contains an assembly hall and spacious auditorium and a large number of bedrooms for the accommodation of officers visiting the academy. Near by are the quarters of the unmarried officers and the officers' club.

There is a substantial hospital building, the cadets' mess, library, cadets' store and a heating and power plant—in fact, a place for everything required in the training of a future officer of the army. A large number of enlisted men are stationed at West Point, and these men have comfortable quarters in the group near the plain where the cadets receive artillery instruction.

The forestry of the reservation is especially attractive in its wild, natural beauty, and a plan for the management and care of these lands has been perfected by the United States Bureau of Forestry. It will be several years before the new West Point will be completed, but enough has already been finished to show the wisdom of those who adopted the group plan.

(See illustrations on pages 512 and 513.)

The Man That Had Traveled

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE:—This is the twenty-seventh installment of a series of stories and articles on "The Girl That Goes Wrong" and the fifth of the five that deal particularly with those men who, either as seducers or patrons, assist the White Slave traffic. The entire series is based upon data collected and verified by Mr. Kauffman while gathering material for his forceful novel of White Slavery, "The House of Bondage." Each installment is complete in itself.

"YOU HAVE spoken about some persons that abuse their business position for low purposes," said my friend. "What about the druggist?"

He spoke opportunely.

"There are doubtless good druggists and bad," I answered, "just as there are good men and bad in your trade. Here's a document bearing upon the case."

I had received a letter, forwarded from LESLIE'S, that morning. It is written by a druggist, and a part of it was well worth reading.

"I will quote you," says the letter, "three instances that occurred in my shop yesterday. They are the commonplaces of my business.

"Case 1. A girl of eighteen came into my shop and appealed to me to save her from trouble. She had been engaged to a man traveling for an artesian-well concern. Under promise of marriage, he had betrayed her, and, when she learned that he had a wife in another city, he disappeared.

"Case 2. A young man, twenty-one, entered the store with a girl and treated her to soda. He took me aside and asked me to 'put something in her soda.'

"Case 3. Another young man, twenty-eight years old, came in, and I told him of the preceding case. He remarked, 'That fellow is a fool. Such methods aren't necessary. All that I've ever had to do is to swear to a girl that I'm in love with her.'

So much for the druggist's letter. I set it down here for what it is worth. To me it seems that, though all druggists, of course, have opportunities to inflict evil, they are no more ready to inflict it than other men—and just now I want to tell you about another man of no uncommon type.

At forty-four, Mr. J. L. Buxton was a business man. Just a plain business man. Indeed, some persons were inclined to consider him not only plain, but downright homely. Such persons said that his cheeks were too white and too flabby and his expression was

The Duty of the Hour.

The *Christian Intelligencer*, commenting upon the Kauffman stories says, "These stories are complete, yet not suggestive. They do not make vice attractive, nor do they give details of vice, but they do show how easy it is to be led astray and to be left helpless. Not all the people will be agreed as to the wisdom of placing such a book in the hands of the young. But surely all should be agreed that the information should be placed in some one's hands, and that parents at least should take to heart the conditions and the dangers."

The aim of Mr. Kauffman in writing these stories and of LESLIE'S in publishing them has been to arouse to a sense of duty both parents and the general public. Many letters from young women show that they have served also as a warning to them of pitfalls ahead. The stories are not intended for children. But the time is past when the social evil or any other evil that afflicts society must be spoken of with bated breath. "Annihilation is the ultimate ideal," says the Chicago Vice Commission, and adequate information must precede annihilation.

too good to be true. He had, one admits, thick eyebrows and a heavy nose, and his mouth was a straight line. But his blue eyes, though keen, were really pleasant, and his smiles, though rare, were winning. There were even times when his face could be attractive. Moreover, he was kind to his wife and babies, who, in common with all his social intimates, loved him. People liked to have him at their bridge parties, and he was beginning to be in demand for speeches among the faction that said it wanted to fight gang politics and to reform the party of which Mr. Buxton was a member "to its ancient shape and dignity."

Every morning Mr. Buxton arrived at his office

on the stroke of half-past eight—he had no patience with that increasing nine-o'clock habit. The office-boy was instructed always to have his master's desk in precise order against that master's appearance, and Mr. Buxton, during the entire day, never put down a pen without first using the pen-wiper, and always restored his hand-blotted to its rigidly prescribed place. His employees found him a distant and somewhat exacting man, but they admired as much as they respected him.

When Mr. Buxton had been much younger, he was like the majority of his companions. While at college, and for the first few years after leaving it, he was not unfamiliar with the districts where a red light is still supposed to be the favorite form of illumination. He did not, he was forever after quite sure, overdo the thing; he had merely—and most quietly and discreetly—sown his wild oats. Boys would be boys. The persons whom he visited in those days were wicked *per se*; he had not made them any worse; if he had not gone to them, somebody else would have gone; everybody else did go, and Buxton had conscientiously paid as he went. He considered it, after his marriage, foolish—even not quite right—but not actively wrong.

Besides, it had all, so it seemed, ended with his wedding. No more nonsense then. There were no loose ends; he had always been merely casual; he had given nobody a claim upon him, and he never doubted but that matrimony was at once a cleansing and changing influence imposed from without and a voluntary shutting of certain doors directed from within.

But shortly after his forty-fourth birthday, Buxton began to undergo a reversion so subtle that he did not realize it until it was well-nigh complete. The romance of the honeymoon had, years since, given place to the dullness of domesticity. His wife, being human, was not always in the best of tempers, did

(Continued on page 516.)

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People Talked About

FROM sailor boy at fifteen years to commander of one of the newest and largest steamships in the world after thirty-five years at sea is briefly the record of Captain H. Ruser,



CAPTAIN
H. RUSER.

Who will command one of the newest and largest ships in the world.

Ruser was intrusted with the custody of the steamer on which Colonel Roosevelt made his triumphant return from his African trip. The captain had a nerve-racking experience as second officer of the *Normania* when it was held up at New York because of the cholera outbreak in 1892. He has had a remarkable career on the sea for a man of his years, including command of the barkentine *Gauss* for three years during the south polar expedition, and of the cruising yacht *Prinzessin Victoria Louisa*. He was captain of the *Moltke* and the *Blucher* before he was placed in charge of the *Kaiserin Auguste Victoria*, in 1906. His numerous friends rejoice in the prospect of his well-deserved promotion.

THE Oklahoma Legislature is unique among American legislative bodies in that it has a full-blooded Indian, the Hon. William A. Durant, as speaker of its house. Mr. Durant is a highly cultured and intelligent man and frequently presides over this body in full Indian costume, as shown in the accompanying portrait of him. At the first session of the Legislature of Oklahoma in Oklahoma City, after removal of the State capital from Guthrie, Mr. Durant presided over the house in the dress of his race. The spectacle of an "original American" presiding over a legislative body is a novel one.



WILLIAM A. DURANT.
The full-blooded Indian speaker of the Oklahoma Assembly.

WHEN Gypsy Smith, the evangelist, came to open the season for the Evangelistic Committee of New York City, he was accompanied by his wife, who for five years has gone with the evangelist on all his wanderings from the end of one continent to another. Mrs. Smith received much attention from those who attended the great meetings in San Francisco, Los Angeles, Portland, Spokane and other Western cities. She modestly disclaims any share in the evangelist's work and says that her time is simply devoted to "seeing



MRS. RODNEY
SMITH.

The devoted helpmeet of the famous evangelist "Gypsy" Smith.

that he is comfortable." She is an Englishwoman whom Mr. Smith met in the course of Salvation Army work. She takes no public part in the evangelist's work, but she never misses being present at one of his meetings. Gypsy says, "I shall never know in this world how much of my success is due to my wife, who has always unselfishly cooperated with me in my plans."

AMERICA receives good preachers from abroad and also sends some to other lands. The Rev. Dr. Len G. Broughton, recently called from the Baptist Tabernacle, Atlanta, Ga.,



DR. LEN
G. BROUGHTON.
The noted American pastor, who has been installed in a distinguished English pulpit.

to Christ Church, London, in his first sermon in his new pulpit foreshadowed the establishment of a distinctively Christian hospital and a training school for Christian and professional nurses as a need of the poor to-day in his new field. Dr. Broughton, who is well known as an evangelist in the cities of both this country and England, built up the Atlanta church to a position of great influence, but accepted the call to London as an invitation to a larger field with adequate pecuniary support along the lines of his ideas. Dr. Broughton was trained as a physician, and in connection with the Atlanta Tabernacle established an infirmary and a training school for nurses as an integral part of the church's work. He believes in the salvation of the body as well as the soul, and holds that the church ought not to turn the care of the sick over to any outside institution.

GENERAL BOOTH, the founder of the Salvation Army, still retains, at eighty-three, the indomitable spirit which has served to make his lifework such a marvelous success. The general is nearly blind as the result of cataract, but he expects to undergo an operation which will probably restore his sight, and he is planning tours to the European countries and to the United States and Canada, for the purpose of enlarging the Salvation Army's work. He also aims to secure men and money to establish the Army on a firm basis in

China, which appears to him a most desirable field for religious and benevolent effort.

THE nine-year-old daughter of Governor Ben W. Hooper, of Tennessee, has certainly earned the title of the new woman. She is a pronounced advocate of woman suffrage. Her opinions are original, for neither her father, mother nor her two brothers are advocates of the cause. The first



ANNA B.
HOOPER.
The 9-year-old daughter of Tennessee's Governor, who made a woman suffrage speech to the legislators.

expression of her views came out at the time of the State convention of the Equal Suffrage League, held in Nashville, Tenn. The Governor had been asked to make the address of welcome to the convention, which was rather embarrassing for a man who was undecided on the subject. While the matter was being discussed in family council, Anna exclaimed, "I don't want daddy to do my voting for me nor the boys, either. By the time I get grown up, the women in Tennessee will be voting themselves, and I want to do my own voting." A couple of months later she wrote a speech in favor of woman suffrage, and then went to the State house and delivered it in the house of representatives, receiving hearty applause from all present. Her ardor has delighted the suffragettes.



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ARMOUR AND COMPANY



The Man That Had Traveled

(Continued from page 514.)

not always receive him with a smile and speed him with a more than formal kiss. Since the arrival of the second baby, she was not so triumphantly healthy as she had once been. In Buxton, too, the inevitable process was at work.

One night, after a trifling domestic quarrel, he came home alone and afoot from a political meeting. The quarrel had awakened a passing animosity, the oratory had awakened his emotions. A figure passed him—a woman humming as if to herself. Buxton stopped the woman, and they walked away together.

Months of silent repentance followed, but a repetition of the incident followed, too. Thereafter the intervals of repentance were shortened to weeks, and then to days. When the commands of Buxton's lost youth waxed imperative, there was scarcely any repentance. Buxton, so far as his business, politics and social life were concerned, appeared unchanged. Meanwhile, another thing had happened to Buxton. He began to seek for fresher and younger prey. He found it, captured it and passed on to farther hunting.

One event he particularly remembers. He was alone in town. Buxton, office hours over for the day, was wondering where he should dine. A sudden shower smote the city. Buxton took refuge in the doorway of an office building. He always carried an umbrella, but the shower was too heavy for umbrellas. So Buxton ran into the doorway and found himself facing a young girl.

"A bad storm, isn't it?" remarked Buxton.

The girl smiled ruefully. "Terrible!" she said. "I wonder how long it will last."

"Not more than half an hour," Buxton replied.

He looked at the girl carefully, and what he saw, he liked. She was a pretty little thing, with golden-brown hair and blue eyes. Her face had the flush of youth and there was something about her mouth which proclaimed her innocent in the accepted sense of that word.

"A half hour?" sighed the girl. "Oh, dear!"

"You are in a hurry?" asked Buxton. She glanced at him, but he was a most respectable-looking man, and so she decided that it would be quite right to talk to him.

"Yes," she said. "I had to stay later than usual at the office and I had just time to hurry to my boarding house."

"Too bad!" Buxton looked up and down the street. A motor cab was crossing it, but he pretended not to see this. "Sorry I can't see a taxi to call for you," he said.

"A taxi?" The girl's eyes widened. "Oh, I couldn't take a taxi, anyhow!" "Well," said Buxton, "there's none to take; but I don't believe we'll be held up here much longer."

They were, however, held there for nearly an hour, and during that time Buxton learned many things. By the most casual questioning he learned that the girl was an orphan, leading a narrow life of all work and no play, that her heart was hungry for innocent pleasures, and that, as she had never been more than an hour's distance from New York, she passionately wanted to hear of foreign lands and strange places.

Now, Buxton had traveled but little, even in his own country. Europe he had not traveled in at all; he had only "done" it—that is to say, he had, with his wife and sundry hired guides, rushed through Paris, London, Rome and down the Rhine, stopping at the best hotels. He had, however, an imagination and a convincing manner, and so he began to describe researches and explorations with the ease of a Marco Polo. By the time the shower had lessened to a degree where an umbrella became useful, he had excited his little companion's appetite.

He offered to see her to a car, and, because he seemed so respectable, she consented to this. Before they got to the corner, he looked at his watch and found that she could have no hope of getting a dinner at her boarding house. He asked her, most respectfully, to take a bite with him. Why not? He was older. He was a family man. His name was Charles T. Morton.

In the end the girl accepted his in-

itation, and Buxton was personified discretion. The dinner was simple, the only wine was claret, and the girl was given but one glass of that. Her host carefully directed the conversation.

"Europe," he said, "is all very well, but you can see it all in no time. I am rather tired of Europe. I should, though, like to go to South America some time. That's about the only place I haven't been."

"But Asia," said the girl; "you know Asia?"

"Like a book."

"Oh, I thought there were parts of Asia that nobody knew!"

"Not at all. There are merely some parts that only two or three white persons have been to, because those parts are considered dangerous for whites."

"Tibet?"

"I went there with my uncle when I was in my 'teens.'"

Considering that the date of Buxton's declaration was 1908, that Buxton was then nearing fifty, and that Tibet had been a notoriously forbidden land in Buxton's boyhood, this was going it rather strong. The girl, however, was unaware of the patent facts in the case and took his word, whereat Buxton, having recently dipped into Landor's book, could and did elaborate. Landor the traveler is often as entertaining as that other Landor, and so the girl found her host immensely instructive.

He saw her safely home at last. Any apprehensions that she might have had quieted, and their friendship was thoroughly established. After that he met her often, and was always just as respectful and just as instructive as he had been at first.

"And you have seen all of America, too?" she asked him at their second dinner together, or their third.

"Pretty much," he answered. "When I was younger I was a flyaway lad. I ran away from home and joined a touring theatrical company."

Of course Mr. J. L. Buxton had never been on the stage in all his life; he could not have recited ten lines correctly for any price, and, in his proper character, he was wont to regard the theatrical profession "low." Still, the idea now fired him and he told his companion long stories of his triumphs as *Othello*—in the middle and far West.

One evening, when the claret had been unostentatiously replaced by champagne and the single glass had become two, Buxton went further. He told the girl that his wife, after entrapping him into marriage by pretending to be wealthy, had turned out to be poor, ill-tempered and a sloven.

The girl was sorry. She had learned to like this pleasant and instructive man, who had seen all those far-away lands that she so much wanted to see, and she was hurt to think that a deceitful woman had managed to make his life unhappy. She even said so.

Buxton, alias Mr. Morton, sighed, ordered another bottle of consolation, and, over that, gave her more details.

"I don't know what I shall do," he said. "My wife's conduct with other men is shocking—simply shocking! Luckily, I have a little money saved—enough to live and travel comfortably upon—and I often think that, if I could only find some sympathetic woman that really cared for me—some one that would like a wandering life—I would sell my business, divorce my wife, and pass the rest of my days remarried and just seeing all the world over again."

The wine and the words mounted to the girl's head. After all, was he not kind, this Mr. Morton? Had he not been abominably used?

Buxton called for a taxicab—he would drive her home. In the cab he became specific. He loved her, he said, and, if she cared for him, they would not wait for the law; they would start at once for the end of the world.

They did start. They got as far as St. Louis—but they got no farther than that, and only one of them came back.

Buxton's appearance is still the appearance of dignity. He is a popular reform orator; his family and friends all love him. To the world at large he is just a very plain business man.

But some of us know that he looks too good to be true, and a few of us are aware that the little girl that was caught in the rain has had many successors.

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"A Business Man for President?"

A BUSINESS Man for President?" The article on this subject, by E. C. Simmons, of St. Louis, in a recent issue of *LESLIE'S*, has attracted wide attention and inspired many comments, most of them enthusiastically favorable to the idea. Many newspapers have discussed the suggestion, and a great number of letters from readers of this journal have argued it affirmatively and with warmth. Mr. Simmons, it will be remembered, said that three-fourths of the Presidents have been lawyers, and he predicted that if a business man of high standing should be nominated he would sweep the country, regardless of party lines.

The Indianapolis *Star*, noting that *LESLIE'S* has suggested that it may be well to think of this proposition in time for 1916, says, "There are many business men who might have made good Presidents had their attention been early directed to public affairs. The same qualities that made them captains of industry or great financiers or great railroad builders would have made them great Presidents." And the *Star* thinks the devotion of big men to business has left statesmanship the poorer, although it holds, on the whole, that even the average big business man is not comprehensive enough in idea or learned enough in a multitude of things to successfully fill the presidency.

"It is altogether likely, as former Senator Aldrich said," remarks the Columbus (O.) *Dispatch*, "that hundreds of millions of dollars could be saved in the administration of government affairs along good business lines."

"Mr. Simmons has hit the nail on the head," writes Dr. L. C. Taylor, of Hartford, Conn. "Lawyers are a necessity and all right in their place, but not as executives or as lawmakers." "If a business man is put up as a candidate," writes E. Chaim, of New York City, "he will sweep the land." Farwell & Rhines, business men of Watertown, N. Y., write that they believe in the idea expressed by Mr. Simmons and would vote for any one of the five candidates he suggested.

"No movement could be thought of which would tend to relieve the present conditions more than this one," writes W. C. Plunkett, of Adams, Mass. "In my mind it would solve business and financial unrest." "We need business men to run our government successfully," is the opinion of M. Crock, of Nicholson, Pa. "I have always been a Republican," says I. A. Strauss, of Denver, Col., "but I would support a business man in preference to any political candidate." Edward Lawman, of Mt. Vernon, O., believes the suggestion voices the sentiment of thousands of business men in this country. "We not only need a business man for President," he says, "but we need business men in Congress. What we want is less politics and more business."

"I have been a reader of *LESLIE'S* for years," says S. T. Karna, of Franklin, Pa., "and know that there are millions of business men who, like myself, have not much time to devote to current events and who depend on your paper to supply them the cream of interest. We have enough of lawyers and politicians at the head of our government, and, with few exceptions in the last few decades, they have been men who have not had sufficient ability to earn enough to keep them out of politics, but who have gone to Washington to make laws to break down business the men of the country have worked night and day to build up. Give a page of your paper to business men—those who have built our railways, our mills, who have opened up our oil fields, our coal and ore beds, and the great industries to which the country owes its maintenance and the people their living. Some of them have, we know, gone wrong; but there are many left who have done and will continue to do their great part in making prosperity possible. And give us a man like George W. Perkins for President."

Walter H. Sanders, editor of the Nunda (N. Y.) *News*, indorses all the presidential possibilities named by Mr. Simmons—David R. Francis, John G. Shedd, Alva Adams and John Clafin—with the comment as to the other—John Wanamaker—that "if his candidacy should be announced a year ahead of convention time he would sweep the country. I believe, however," says Mr.

Sanders, "that Mr. Taft is entitled to a renomination and re-election." And he adds, "In the event of the men named or others that might be mentioned declining to enter the race, George Eastman, of Rochester, would fill the bill, and no doubt have the United States paying dividends to its citizens in less than a year."

This is the tenor of many other letters, but one of the most interesting and significant comes from John Kirby, Jr., of Dayton, O., president of the National Association of Manufacturers, who, by virtue of that office, is in a position to feel the pulse of business and know the sentiments of business men. He writes that he is in hearty accord with the general views expressed by Mr. Simmons, although he is not in favor of sidetracking Mr. Taft. Mr. Kirby says:

There is a time and place for everything, but the way things look now, if Mr. Taft is nominated upon a sound conservative platform, free from demagogic promises, and such as he has announced himself favorable to, I believe he will not only win next fall, but that it will be to the best interest of the country that he should. From the viewpoint of many business men Mr. Taft has made some mistakes. So have, and so will, all presidents. His mistakes are behind him, and he is not likely to repeat them. He is growing stronger every day, and if nominated next June, upon a platform that will inspire confidence, it will, in my opinion, take a stronger man and a sounder platform to defeat him.

We are just now experiencing the result of the Democrats, in Congress, confronted with their party platform promises to enact vicious class legislation, and it is up to the sober-minded voters of the country to cut loose from either party that attempts to gain power through platform promises which are not only unsound but demagogic and dangerous in character. We should keep in mind the platform more than the man, and the party that adopts a platform in closest harmony with the Constitution of the Fathers should receive the solid support of the sober-minded, patriotic voters of the country, irrespective of party affiliations.

"A Business Man for President?" is a live question.

Ladies Like Leslie's.

THE BEST proof that *LESLIE'S* is "The People's Paper" is furnished by letters from subscribers and readers it constantly inspires. These letters come from persons in all parts of the country and in all walks of life. They show how thoroughly *LESLIE'S* is read in the home. The diversity of topics disclosed in the letters indicates the wide and varied interest this journal excites and satisfies. For instance, a subscriber in Lincoln, Neb., one of the countless number of our readers among American women, writes:

LESLIE'S is very valuable. I have been helped in many ways by it. My husband, who never before was a reader, has been wonderfully attracted to *LESLIE'S* since we have taken it, on account of the beautiful illustrations as well as the variety of its interesting articles. He is anxious for it each week, as we all are.

This is a type of many letters received by *LESLIE'S* in every mail. All commend it, each correspondent specifying some special feature that appeals. Letters like these prove that *LESLIE'S* has achieved a high ambition—that it has become "The People's Paper" in fact—and that in illustrations and text it furnishes in every number something for every member of the family, while as a whole it appeals to all its readers.

An Old Army Drum.

IT BEAT the reveille long and loud,
To wake the camp in the morning gray,
And summoned us to our many tasks,
And sounded "Taps" at the close of day.
Its muffled tones in a funeral dirge,
Fell sad and slow o'er some form of clay,
And when the chaplain said "Dust to dust,"
It played "Lights out" ere we turned away.
It beat "Long roll" at the first alarm
From scout or picket, by day or night,
And led us forth to the battlefield
With hearts made strong for the coming fight.
It went ahead on the weary march,
And tapped the notes of some stirring song,
That brought the words to a thousand lips
And cheered us up as we tramped along.
It throbbed with joy when the news of peace
Ran down the lines in a mighty shout;
It called from trenches the smoke-stained men,
And played "Farewell" when we mustered out.

Now worn and gray like the comrades brave
Who faced the bullet and screaming shell,
It beats no more in the camp or field
The old commands in a rolling swell.
For in the garret it lies at rest,
With tarnished frame and a fraying string,
And overhead from a rafter brown
The drumsticks dusty and idle swing.

ADELA WASHER.

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DO NOT BUY a bicycle or a pair of tires from anyone at any price until you receive our catalogue and learn our low prices and liberal terms. **BICYCLE DEALERS**, you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at \$2 to \$3 each. Descriptive bargain list mailed free.

TIRES, COASTER BRAKE rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at half usual prices, interesting matter and useful information. It only costs a postal to get everything. Write it now.

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It does away with cracks, joints, crevices, corners and other natural hiding places for dirt, odors, decaying food and dangerous microbes found in other refrigerators.

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Your thinking is done in words. It is impossible for you to think in words which you do not possess. Your thoughts must suffer for the words you lack. Increase your stock of words and you increase both your facility of expression and mental efficiency. One vital difference between a clear thinker and a hazy thinker, between one who is authoritative and persuasive, and one who is feeble and unconvincing, is largely a matter of words and verbal skill. A limited vocabulary means limited thought, limited power, and limited authority. Greenville Kleiser's system is altogether different from the stereotyped old-time method of teaching "grammar." There are no wearisome rules of syntax and rhetoric to memorize. By a direct, intensely interesting, and practical system, immediate results are guaranteed.

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IT WILL SHOW YOU HOW THE KLEISER COURSE IN PRACTICAL ENGLISH WILL HELP YOU TO

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Become an Engaging Conversationalist—

Enter Good Society—

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"These lessons are so clear and concise and at the same time so entertaining that it would be impossible not to receive a great deal of good from this course. In fact, I look forward to each week's lesson with much interest," says B. F. CORDAY, President Corday & Gross Company, Cleveland, Ohio.

This Course will Awaken and Develop Latent Powers and Ambitions. It not only gives one the command of words and knowledge of men and things which tends to leadership, but it will shape your life mentally and physically by a thousand influences. It will inspire and develop latent qualities of concentration, will power, personal magnetism, and build up a personality which will command recognition and advancement.

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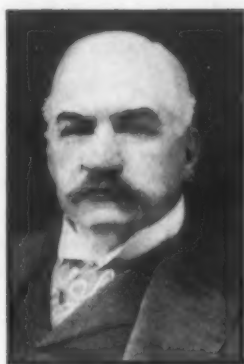
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They yield from 4 to 6%:

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Beyer & Company

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Formerly a banker and publisher, and now part owner and capable managing director of the Navarre Hotel, New York.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

JUDAS ISCARIOT was the first demagogue. When Mary wiped the feet of Christ with the precious ointment, this demagogue inquired, just as the modern demagogue of to-day does, why the ointment had not been sold for the benefit of the poor. With Judas, charity began at home, as it does with the rest of the demagogic crowd. He kept the purse.

The country needs repose, the railroads need it, our industries need it, the people need it. Extravagance and muckraking are at the bottom of our troubles. If we leave the tariff alone and stop the clamor against our men in public life, who are doing the best they can, from Taft down; if we will permit the new railroad law to test itself and let the industrial corporations know what they can and what they cannot do, we shall have such a return of prosperity as will surprise even the American optimist.

We hear a lot of nonsense from office-seekers as well as from office-holders. They talk to the people as if the latter did not know their rights. They preach discontent and sow the seeds of discord, of enmity, of malice, and are thus constantly upsetting people who would otherwise be satisfied.

It is a restless world, and it always has been so. Some one is always preaching a new religion or attacking an old one. Some one is always offering us a patent medicine to cure poverty, to alleviate distress, to make everybody rich. The eloquent Chancellor Day, of Syracuse University, set the truth forth strongly when he said, "The American people are the easiest victims of ranters, who oppose gigantic enterprises too great for them to master and who champion equal follies, of any people on earth. It is know-nothingism or populism, greenbackism or free silver, labor fanaticism or the destruction of the corporations and 'the interests.' Look back over a generation. The country will stand, but it is delayed and hindered enormously by those who have eyes and ears, but who neither see nor hear."

President Taft realized this situation when, in his message, in January, 1910, referring to the regulation of the so-called trusts, he spoke with a voice of warning against the disturbance of the confidence of the business community and drying up the flowing sources of capital that would "produce a halt in our present prosperity and cause suffering and strained circumstances among the innocent many for the faults of the guilty few." It is too bad that this warning was not heard by Mr. Taft's Attorney-General in his mad and unrestrained pursuit of corporations, great and small, on mere suspicion that they might be acting in restraint of trade. What good has all the trust-busting

done? Have prices been lowered? Have more factories been opened? Have wages been raised? Let the people answer for themselves.

How much better we all would be if the demagogue had kept out of sight? I do not say that there are no wrongs to be corrected, no evils to be righted, no criminals to be punished. There is scarcely a household that has not its skeleton in the closet. Fortunate, indeed, is that family which somewhere or some time has had no black sheep, no boy or girl who has gone wrong; but shall we make the whole family unhappy by constantly referring to this? Is it not wiser and better to forget and to forgive and to look forward instead of backward? I think so; and as we all grow older, sener and more contemplative, we shall mellow like the apples in the hay.

If the incubus on business were removed, if the railways were permitted to go on unhampered, if the industrial corporations were left to do the best they can under proper regulation, this country would be happy, the people would be prosperous, stocks would be booming and everybody would be making money. Let us try it.

P., Youngstown, Ohio: I would not advise you to buy or to speculate in Allis-Chalmers or Wabash.

M., Somerville, Mass.: When you can get a profit on a mining stock, it is usually good policy to realize.

B., Kennewick, Wash.: The railroad whose preferred stock is offered at 80 cents a share can hardly be a very profitable concern.

S., Chicago: Thousands of persons have lost money in Trinity copper stock. I cannot advise you to buy it either on margin or outright.

C., Jamestown, Ohio: Both tobacco concerns are well established but it cannot be told whether the bonds of one would be as safe as the bonds of the other.

B., Memphis, Tenn.: The company makes such roseate statements and it has accomplished so little, that I cannot recommend investment in its securities.

S., Baltimore, Md.: 1. The wireless telegraph concern is now in the hands of the federal authorities. 2. The gold mining company's shares are selling at only 1 cent each.

A. B. C. X., New York: At present quotations, Kansas City Southern Pfd. is yielding a fair return. Southern Pacific and Pennsylvania are excellent stocks to buy on reactions.

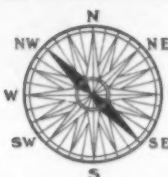
N., Springfield, Ill.: I have no report on the oil company mentioned by you, but the discrepancy in the prices for the shares should prompt you to be very careful as to buying its stock.

Future, Wilmington, Del.: I would not put all my eggs in one basket, and I would be careful as to the nature of the basket. It is always good policy to diversify your investments provided they are safe. With the amount of money you mention, you could buy several kinds of reliable securities. To properly post yourself on this subject, write for "Bond Circular 554," "Investment Securities," issued by Spencer, Trask & Co., investment bankers, 43 Exchange Place, New York, and sent free on request.

Traffic, Wheeling, W. Va.: I would shun all the stocks that you specify in your letter. It would be better to buy bonds yielding fair dividends, even if they cost you more at the outset. There are railroad and other bonds paying 5 to 6 per cent. which can be had in denominations of \$100 to \$1,000 each. Information regarding such issues is contained in a circular which you can obtain free by writing to F. J. Lisman & Co., members New York Stock Exchange, 30 Broad St., New York.

(Continued on page 519.)

In answering advertisements please mention "Leslie's Weekly."



Invest In Birthright Cities Under Our Divided Risk Plan

Great fortunes have been made by purchasing and holding choice city real estate in the population centers which control the trade of wealthy sections. The unprecedented activity of the great railroads in the Pacific Northwest has made the opportunity of a century for investments of this kind.

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We offer at attractive prices five lots one in each of five selected young cities. Easy payments, no interest, we pay all taxes. We divide your risk and multiply your profit by five.

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Because they contain every element that makes up a DESIRABLE INVESTMENT—SAFETY OF PRINCIPAL, ATTRACTIVE INCOME, CONVERTIBILITY. Buy these bonds from a large, strong bank, and you will have the best investment to be had.

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Whether it be for advice concerning the investment of surplus funds; for some particular information about your present holdings; or for any service you may require in matters of investment banking, we shall be pleased to have you communicate with us.

In the selection of investment securities and for dependable information and advice concerning their intrinsic worth and merit, we conduct a real banking service. A service that safeguards your every interest.

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Years	Cash Dividends	Years	Cash Dividends
1894 and '95	8%	1905	8 1/2%
1896 to '99	10%	1906 and '07	15%
1900	14 1/2%	1908 (extra)	35%
1901 and '02	16%	1909	10%
1903 (extra)	8%	1910	10%
1904	8%	1911 (extra)	10%
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The Preferred Pays 6%

We recommend this stock as an exceptionally attractive investment

Full information concerning this offer on request. Send for circular No. 55.

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These bonds are secured by a first lien on one of the finest and safest stands of commercial timber (including land) on the continent, conservatively appraised at over three times the total issue of bonds.

Two transcontinental railroads are building into the property which is also convenient to water transportation.

The bonds carry with them a participation feature which should give the investor a net return considerably exceeding the 6% interest on the bonds.

Circular E with full details on request.

American Finance & Securities Co.

5 Nassau Street New York

Jasper's Hints to Money-makers.

(Continued from page 518.)

S., Dallas, Texas: You are only one of an army of persons who bought Bay State Gas on Lawson's promises. The stock to-day has no value.

G. A. M., Chicago: You are in such a legal tangle over the bonds that I cannot presume to advise you. You had better consult a good lawyer.

Ivy, Baltimore, Md.: The charter of the company which was issued by the State of New Jersey, was made void in 1906 for non-payment of taxes.

Safe Investment, N. J.: The company may be sound, but I have no information as to its business. Such concerns depend for success on good management.

B., San Mateo, Calif.: I cannot recommend investment in the stock of any submarine torpedo company. There is too much uncertainty in such an enterprise.

M., New York: The society lends money on collateral and is a sort of a pawnbroking institution. Much depends upon its management as to whether its securities are worth holding.

G., New Orleans, La.: There are many real estate companies in New York and it is impossible for me to keep track of them. I cannot tell you whether the company you mention is reliable or not.

A., Danville, Ill.: The stock has had such an extraordinary and apparently unfounded jump of late that it would seem to me better to dispose of it at the current price. It has never as yet paid a dividend.

P., Bridgeport, Conn.: If you have bought the stocks outright, it might be well to hold on to them. It is possible if the market improves, owing to better business conditions, that all four stocks may participate in an advance.

P. Havana, Cuba: 1. The Wall Street Journal, New York City. 2. Any of the moderate-priced stocks which pay dividends might be carefully observed by you for investment or speculation. 3. See my answer to J. W. C., New Haven, Conn.

D., Washington: You can yourself easily pick out a list of low-priced dividend stocks from the daily market reports. Almost any one of these is sure to participate in any general advance.

W., Petersburg, Ill.: The company, of which I can learn but little, is apparently still in the promotion stage, and has not as yet proved its ability to earn dividends. The head of the company is a man of good standing, but I know nothing of its plans and prospects.

V. B. New York: It is impossible to tell whether the three stocks you mention will recover from the reaction at present. They are all intrinsically good securities and your 20-point margin appears so far safe, but you must be prepared for either a decline or an advance.

Careful, St. Louis, Mo.: If an industrial company has had a long and successful career its preferred stock should be attractive. A 6 per

cent. preferred stock of an old-established company is recommended by Turner, Tucker & Co., 111 Broadway, New York, who will send a circular and full particulars free on request.

Knowledge, Rahway, N. J.: You cannot expect to have any success in the stock market unless you keep posted on prices and transactions. The Weekly Financial Review of J. S. Bache & Co., bankers, 42 Broadway, New York, is regarded as one of the best letters issued and can be had free on request. Mention Jasper when writing for this review.

W. Virginia: 1. I could not advise you to buy Marconi Wireless stock at this time. The stock has had a very great rise lately, due, as conservative brokers think, largely to manipulation. It has never paid a dividend and has never earned a large surplus. 2. Read the advertisements in publications of good standing of stocks and bonds which can be purchased in small lots.

Savings, Worcester, Mass.: It is easy to get better than savings bank returns on your money. There are reliable bonds paying more than that. A free circular issued by the new First National Bank, Dept. L-1, Columbus, Ohio, describes bonds that yield 4 1/2 to 4 3/4 per cent., that are regarded by the Federal Government as fit security for Postal Savings Bank Deposits.

Hopeful, Niagara, Ont.: It would not be well for you to plunge too heavily in making your first deal in stocks. Buy a few shares at the outset. Useful information for a novice can be obtained from "Circular B." on "Odd Lots" issued by John Muir & Co., members New York Stock Exchange, 71 Broadway, New York. Mention Jasper and you can get this circular free.

Real Estate, Hartford, Conn.: There are certainly chances of making money by purchasing lots in growing cities. Some of the younger cities of the West offer attractive opportunities. If you wish to be informed on this matter, write to the Northwest Townsite Co., 322 Chestnut St., Philadelphia, Pa., which offers an special allotment of five lots, one in each of five cities.

Industrious, Jackson, Miss.: Many persons interested in the stock market have formed high expectations of the future of Consolidated Gas. You can learn all about the company from a special letter, issued by J. Frank Howell, member of the Consolidated Stock Exchange, 52 Broadway, New York. This letter deals with the "melon cutting" expectations in connection with this stock.

Experiment, Richmond, Va.: It will be better for you to buy a few shares outright, or on a generous margin, than to buy a larger number of shares on a slender margin. Don't attempt too much for your financial ability. A booklet, "Advantages of Fractional Lot Trading," issued by J. F. Pierson, Jr., & Co., members New York Stock Exchange, 74 Broadway, N. Y., will be sent you free on request.

Safety, Portland, Ore.: It is well for you to be careful in investing the money that you have saved in so many years of hard toil. You should study carefully the merits of the securities that are offered you. You can be aided in this matter if you will write for "Investment Insurance," a booklet issued by George H. Burr & Co., bankers, 41 Wall St., New York. It will be sent to you without charge if you will mention Jasper.

Future, Rutland, Vt.: A number of brokers issue charts on the course of prices in the stock market. One of the latest of these has been issued by Alexander & Co., 47 Exchange Place, New York. It shows pig iron production, prices, and stock market fluctuations since 1900. It points out that during March the total average production represented a gain of 1,550 tons over the preceding month. This is regarded in some quarters as meaning higher stock market prices.

Forestry, Lansing, Mich.: Forests cared for and managed on scientific principles may be made a source of steady profit. Securities based on a well-conducted forestry enterprise might be as attractive as other sorts of industrial. You can secure the detailed information you require by writing to the American Finance and Securities Co., 5 Nassau Street, N. Y., for its "Circular E." This tells of 6 per cent. first mortgage bonds in denominations of \$100, \$500, and \$1,000, which are based on a large tract of commercial timber (including land).

Owner, Harrisburg, Pa.: There is no better way for you to invest your money than to buy well-secured bonds. You can begin with even the small capital that you possess. Bonds and stocks are now sold by some firms on a small monthly payment plan. If you want to get detailed information regarding this method, write for a free pamphlet, "L-5," to Beyer & Co., "the Hundred Dollar Bond House," 54 William St., New York. It will be sent you without charge, if you mention Jasper.

Courage, Portsmouth, N. H.: The stocks of well established industrial concerns often yield satisfactory returns. Bayne, Ring & Co., bankers, 55 Wall St., New York, are recommending the stock of the E. T. Burrowes Co., manufacturers of rustless wire screens, Portland, Me. This concern's pfd. stock pays 6 per cent. and the common has paid 10 per cent. for the past two years. Write to Bayne, Ring & Co., for their "Circular 55" giving full information.

Conservative, Syracuse, N. Y.: You are right in thinking that bonds secured by valuable real estate are worth considering as an investment. Securities of this description in denominations of \$500 and \$1,000 are offered

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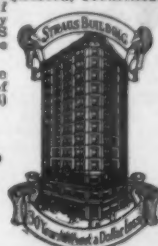
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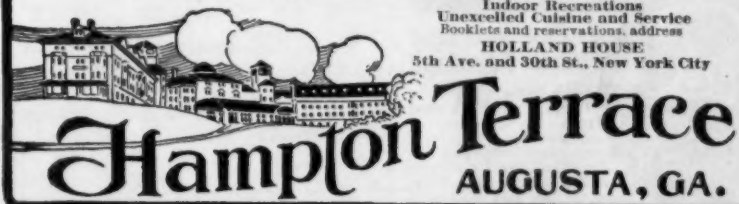
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When the War Wind Blows

(Continued from page 508.)

consist, thereby gaining command of the sea and enabling our own troop ships to move as necessity and wisdom may demand. A navy that must sit supinely at home, awaiting the enemy's advance, permitting him to choose the site of battle or totally to evade a contest and to effect a landing for his conveyed soldiers, is a useless and wasteful appendage. Better, and certainly cheaper, no navy at all, relying entirely upon sea-coast forts at every mile of our extended ocean boundaries, than one which cannot fulfill the fruitful functions of a navy.

The Spanish war hysteria was largely instrumental in putting our sea-coast defenses in excellent condition, so far as forts and guns are concerned. But to man those fortifications defending many thousands of miles of waterfront and those great harbors whose military loss would cause national defeat and disaster requires 40,000 trained men for even only one relief of the three reliefs necessary, whereas there are now, by law, only 700 officers and 17,000 enlisted men in the coast artillery corps, and the same arm of the national guard of sea-coast States totals fewer than 5,000 officers and men. Congress appears unable—or is it unwilling?—to see that one gun in the hands of ten men is far better than ten guns in the hands of one man.

No nation in the world has such splendid coast defenses and such excellently trained coast-defense specialists as the United States. And in view of our record for marksmanship with those big guns, no Power is going to send its navy against our forts or harbor defenses, except, perhaps, to draw attention away from some flank or rear movement on them. But all of these forts will avail us nothing if they are not rendered as safe from the rear as they are from frontal attack and capture.

The coast artillery has absolutely nothing to do with defending these defenses from their land sides. That is a duty of the mobile army, the infantry, cavalry and field artillery. It is estimated that, for every company of coast artillery in a fort in war, at least one company of infantry, with a proper quota of field artillery and machine guns, will be needed as supports to make the land side secure. This ratio would, of course, vary with and depend upon the area to be defended, the enemy's strength, and—a most vital question—what force we have ready to interpose between the forts and an enemy attacking them from the rear.

Two concrete examples of our existing defenseless condition will best illustrate our needs. The problem given to the class of student officers at the German War College in 1910 was to land 200,000 soldiers within one hundred miles of New York City and capture the metropolis. The section of officers conducting the attack won over the defense section by the following tactics:

Germany's battleship fleet was divided, about one-fourth of its total strength accompanying the numerous troop ships. The major portion of the fleet preceded the transport section and sought the American navy. By threatening an attack on our midsouthern sea-board and the capital, the Germans of necessity compelled our navy to reply to that movement.

Thereupon the Germans engaged our fleet. They deliberately sacrificed many of their own vessels to keep ours engaged long enough to permit the northern section to perform its allotted mission. The transports landed their soldiers on Long Island, some thirty miles east of the city—quite remote, it will be noted, from any fortifications—and the invaders immediately marched overland to effect the capture of Forts Hamilton and Totten. An invasion of Massachusetts from the south cost us our best manufacturing arsenal, at Springfield, with all its stores.

The defense section then admitted its defeat. For those Germans knew, as well as, if not better than, most Americans, that we would not within even two months after the declaration of war interpose 50,000 thoroughly trained and efficient soldiers to block such an advance, particularly if, as would probably be the case, German landings were threatened simultaneously near New York and, say, Boston or Philadelphia.

Of course, once the forts of New York or Boston were in the enemy's possession, his ships would be free to enter the harbors, make repairs in the captured navy yards, and prevent our own ships from entering.

The day our battleship fleet sailed on its round-the-world cruise, war with Japan was declared at our army War College in Washington. The student officers in the offense section decisively defeated the defense section. A Japanese attack on the Philippines and then on Hawaii resulted in their loss and that of their garrisons. Our ships in the Pacific were too few to block the advance of the formidable Japanese navy and transports, carrying 250,000 regulars, and the enemy effected a landing and established his base near San Diego, Cal.

Immediately war was declared, the Japanese laborers in the construction gangs of our transcontinental railroads dynamited every tunnel, trestle and bridge along the Western divisions. Our troops had, therefore, to march slowly across desert, range and mountain chain. The enemy seized and fortified all the passes in that natural barrier formed by the Sierra Nevada Mountains in the south and the Cascades in the north. He then captured our Pacific sea-coast fortifications from their land sides, thus preventing our own ships from entering our harbors even if they got safely around the Horn. But, inasmuch as we had no naval bases or coaling stations in South America, with the South American republics maintaining neutrality, we had no means of getting our ships around to the Pacific.

The defense section could not muster more than 60,000 effective soldiers. The marvelous fecundity of California, Oregon and Washington, the governments of which three States had fallen into the enemy's hands, made the subsistence of his army and navy an easy and simple matter. The offense section of the class conceded that ultimately the defense could organize, arm and equip, drill and discipline 2,000,000 volunteers, and thus ultimately drive the Japanese out. But no force less than that number could retake the mountain passes held by many thousands of veteran Japanese troops, whose first expedition had by that time been strongly re-enforced.

True, these were but strategic problems and theoretical attacks, and were not actual warfare. But they are the military straws which show the way a real war wind would blow.

In 1812 the United States had only one trained soldier for every 1,186 inhabitants, and throughout that affair won not a single battle on land. In 1846 we had one trained soldier for every 1,494 people, and it took two years to finish a military job that 20,000 regulars would have completed in two months. In 1861 the ratio was worse, one soldier for every 2,511 citizens, and for lack of an adequate standing army the country was plunged into a four years' war. In 1898 the ratio reached its zenith of folly, one soldier for every 2,869 inhabitants, and, but for our luck in picking such a fourth-class military adversary as Spain, we could have expected another such spectacle as the War of 1812.

To-day, despite these plain lessons of the past, despite the awful toll of untrained American citizens and the billions of dollars wasted on needlessly long wars, we have only one available soldier for every 2,650 inhabitants.

George Washington said, "The consequence of wanting an adequate standing army and not having it is certain and inevitable danger, if not worse." John Quincy Adams said, "The national defense is the cardinal duty of a statesman."

Mr. Reader, what do you think about it?

From Apprentice to Admiral.

A FEW weeks ago Rear Admiral H. H. Sutherland was put in command of the Pacific fleet, raising his flag on the cruiser *California*, at Honolulu. Admiral Sutherland has had an interesting career. He served as a naval apprentice before he was appointed to the naval academy in 1868. He rendered valuable service during the Spanish-American War and was made a rear admiral in 1910.

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SINCE men themselves are not uni-
form, their remuneration cannot
justly be put on a uniform basis.
But just this is what a laymen's con-
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like to see done with the clergy of that
denomination. By a vote of forty to
thirty-nine, New Jersey Methodists have
memorialized the general conference to
adopt a uniform salary for all ministers.
The underpaid minister should have
something done in his behalf, but a
transfer to him of a part of the living
of his higher-salaried brother is not the
way to do it. The city minister with
his big salary is, after all, not so much
better off than the village or country
preacher. It costs him so much more
to live and so much more is expected of
him in every way that, while he handles
more money than some of his brethren,

The Old Plea

HE "DIDN'T KNOW IT WAS LOADED."
The coffee drinker seldom realizes
that coffee contains the drug, *caffeine*, a
serious poison to the heart and nerves,
causing many forms of disease, notice-
ably dyspepsia.

"I was a lover of coffee and used it
for many years and did not realize the
bad effects I was suffering from its use.
(Tea is just as injurious as coffee, be-
cause it, too, contains *caffeine*, the same
drug found in coffee.)

"At first I was troubled with indiges-
tion. I did not attribute the trouble to
the use of coffee, but thought it arose
from other causes. With these attacks
I had sick headache, nausea and vomit-
ing. Finally my stomach was in such a
condition I could scarcely retain any food.

"I consulted a physician; was told all
my troubles came from indigestion, but
was not informed what caused the in-
digestion. I kept on with the coffee and
kept on with the troubles, too, and
my case continued to grow worse from
year to year, until it developed into
chronic diarrhea, nausea and severe at-
tacks of vomiting. I could keep nothing
on my stomach and became a mere
shadow, reduced from 159 to 128 pounds.

"A specialist informed me I had a
very severe case of catarrh of the stom-
ach which had got so bad he could do
nothing for me and I became convinced
my days were numbered.

"Then I chanced to see an article set-
ting forth the good qualities of Postum
and explaining how coffee injures peo-
ple, so I concluded to give Postum a
trial. I soon saw the good effects—my
headaches were less frequent, nausea
and vomiting only came on at long in-
tervals and I was soon a changed man,
feeling much better.

"Then I thought I could stand coffee
again, but as soon as I tried it my old
troubles returned and I again turned to
Postum. Would you believe it, I did
this three times before I had sense
enough to quit coffee for good and keep
on with the Postum. I am now a well
man with no more headaches, sick stom-
ach or vomiting and have already gained
back to 147 pounds." Name given by
Postum Co., Battle Creek, Mich.

Look in packages for the famous lit-
tle book, "The Road to Wellville."

Ever read the above letter? A
new one appears from time to
time. They are genuine, true, and
full of human interest.

it does not follow that he has any more
in the bank at the year's close. A min-
imum, not a uniform, wage is the solu-
tion of the ministerial problem. Those
who adopted this resolution lack both
business judgment and a sense of humor.

The Future of the Aeroplane in Our Army.

(Continued from page 509.)

army, from January 1st to April 12th,
1912, nearly three months and a half.
Over ten men refused the detail. Yet
these were men who had previously vol-
unteered for and desired the work.

Glance at the table below and see
how differently foreign armies treat
this question.

TABLE SHOWING PERCENTAGE INCREASES IN PAY FOR AVIATOR OFFICERS.

	France	Germany	Austria	Great Britain	Russia	1st Year Austria	1st Year Great Britain	United States
2nd Lieut.	114	158	125	39	40	300	117	0
1st Lieut.	106	128	97	61	35	237	125	0
Captain	83	54	70	52	28	172	57	0

In addition to these increments, an
officer can, in France, by increasing his
flying time, earn 3.78 times his base
pay. In Russia he is given other sub-
stantial consideration.

Of course we are not a military na-
tion and we do not need a fleet of air
craft that will rival the fleets of France
and Germany. But we must teach our
officers to fly, to be wireless operators,
expert map makers, expert at grasping
the military significance of what they
see, and expert in expressing what they
see in clear language. Military infor-
mation is of value only when it reaches
an officer having power to act on it.

We must make our army airmen the
most expert cross-country flyers in
America; we must invent or adopt a
suitable aeroplane compass; we must
design or encourage the designing of a
suitable camera for use from an aero-
plane; we must design a suitable wire-
less outfit for aeroplane use; we must
design or adopt a suitable auto truck for
the field transport of supplies.

What we have done since February,
1911, is to train six officers to fly, to
design and adopt a field tent for the
shelter of aeroplanes, to determine upon
a tentative organization for aero troops,
to get out a set of requirements for
military aviators, and to have a special
physical test prescribed for military
aviator candidates (these have been ap-
proved by the Secretary of War). We
have established an aviation school at
College Park, Md.; gotten up a set of
requirements for a military weight-
carrying machine and for a standard
military machine; shown that bomb
dropping from aeroplanes is as exact a
science as is target practice of the coast
artillery, being dependent on practice
and training of the personnel; proved
that wireless is feasible from an aero-
plane; proved that photography is de-
pendent for its success only on the
weather and the character of camera
used; shown that night flights and
landings are practicable over known
ground; improved one type of biplane
by strengthening weak parts and adding
certain essential military adjuncts;
made numerous cross-country flights,
and, in general, laid a firm foundation
for future work.

We have cleared away a mass of
doubts on basic points and now stand
ready to take advantage of the knowl-
edge thereby gained to advance the
science rapidly. But this cannot be
done without officers. It is not a mat-
ter of expense. One hundred aeroplanes
would cost but \$500,000. The yearly
pay of 200 officers to fly these aero-
planes would not exceed another \$500,-
000. Hangars, flying fields and spare
parts would not exceed \$250,000. Auto-
mobile tractors for field use would cost
not to exceed \$250,000 more. The total
of \$1,500,000 is less than one-fourth the
cost of a battleship of the Dreadnought
type. The upkeep of such an air fleet
would not be as great as is the upkeep
of such a battleship.

Yet we do not need, at the present
time, anything like so large a fleet.
Given a total of thirty-eight officers (an
increase of twenty-eight), with some
adequate increase in pay to get and hold
them, and the money now on hand and
that now proposed to be appropriated
for the purchase of machines, and in one
year's time we shall be in a position to
give to Congress some definite data
from which to compute the national
needs for this "fourth arm."

Fortunes From Frugality

By Franklin D. King
X his mark

Most of the Great Fortunes of this country
have been established primarily through the
Self-Denial and Frugality of some more or less
Remote Ancestor. The Founder of the Astor
millions was a furrier; the first Vanderbilt a
Truck-Farmer, and Jay Gould's first business
Experience in selling Mouse-Traps is a matter
of History. There is no Great Fortune in exist-
ence to-day but its source can be Traced back
to some Obscure Individual who, *Saved and
Slaved to Get a Start and Who perhaps could
not even Write His Own Name.*

Saving comes as natu-
rally to Some as Breathing
—To others it is as Diffi-
cult as Artificial Respiration.
The Trouble with
Most of Us is Short-
Sightedness, and lack of
Imagination. We can-
not See Far enough into
the Future, and our
Imaginative Faculties
Cannot conceive of a
Time when We may be
"Broke," or "Up
Against it." The Sad-
dest Words of Tongue or
Pen are—"Won't you
Kindly Lend Me Ten."
'Tis Then our Butterfly
Friends Extend the Hand
of Sympathy, but Can't
Reach Far enough to
Find Their Pocket Books.

Olives and Oysters,
they say, are Ac-
quired Tastes. Saving is
a Habit most men have
to Acquire, and you ought
to Start Acquiring and
Accumulating RIGHT
NOW. Columbus never
would have landed
on the United States if he hadn't started for
SOMEWHERE. The Man who lacks the
Courage to Make a Start, Generally can See His
Finish, because He won't Go Very Far. Such a
Man never will Own his Own Home, and the
only Real estate he is sure of is "Six Feet of
Earth," to which Someone Else usually Holds
the Title.

The Systematic Saver Accumulates slowly,
unless his Savings are Put to Work where They
can Earn Something Worth While. Fifteen
Hundred Dollars put into the Savings Bank will,
in One Year, at 3 per cent., earn You less than
Fifty Dollars. Half of Fifteen Hundred Dollars
invested in One of our Ten-Acre Danbury
Colony Farms, in convenient Monthly Payments
(Protected by Sickness and Insurance Clauses)



Two Texas Gulf Coast Products

will Earn Freedom from Care, and that Com-
fort which comes from the Ability to Sit under
One's "Own Vine and Fig Tree," with a certain
Income Insured.

*The Best Incentive to Persistent and System-
atic Saving is the Desire to Get a Home.* The
Best Place I know of to Get a Home is in the
Rain Belt of Gulf Coast Texas, where You can
Grow Three big Money-Making Crops a Year,
and where Irrigation and Fertilization do not Eat
up the Profits Your Hands Create.

M. L. Mebane, who owns a farm just across
Chocolate Bayou from our land, received the past
season \$2300 for his six-acre strawberry crop,
f. o. b. cars, Chocolate Bayou Station.

Do You Know That Growers of Figs, Straw-
berries and Early Vegetables clear a Net Profit
of \$300 to \$500 an Acre in Gulf Coast Texas?
Do You Know men have realized more than \$1,000
an acre Growing Oranges in our Country? If You
Do Not know these things, you should read up on
this subject, and you must not fail to get Our Free
Book, which contains nearly 100 photographs
of growing crops, etc.

I believe You could
save 25 cents a day if you
Tried. I Know You
would TRY if You Could
Realize one-half the Op-
portunities offered by this
Wonderfully Fertile Soil
of our Danbury Colony.
Remember—Our Early
Vegetables get to Northern
Markets in Mid-Winter
and Early Spring, when
they command top prices.

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of Three Good Railroads,
and in addition to this have
the inestimable Advantages
of Water Transportation
through the Splendid Har-
bors of Galveston and Vel-
asco, so that our Freight
Rates are Cut Practically in
half. The Climate is Ex-
tremely Healthy and
Superior to that of Califor-
nia or Florida—Winter or
Summer—owing to the Con-
stant Gulf Breeze.

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Life and Accident Insurance,
and should You Die, or be-
come totally disabled, Your
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name, will get the Farm
without the Payment of an-
other Penny. If You should
be Dissatisfied, we will Absolutely Refund Your
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May 2nd Issue of Leslie's Weekly

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AMERICAN MINUTE PHOTO CO.,
255 N. LaSalle Bldg., Chicago, Ill.

Our Peace Envoy in Nicaragua and Venezuela

(Continued from page 505.)

solidify the Nicaraguan political situation.

After viewing conditions at first hand in the richest republic to the south, Secretary Knox declared to me that all Venezuela needed to push her to the front rank of wealth-producing countries was peace. He expressed the opinion that the development of that vast tropical domain, with its huge coffee and rubber plantations, fertile cattle-grazing areas and valuable mineral fields, depended wholly upon the ability of the people there to continue to keep down strife.

The Secretary pointed with satisfaction to the increase in efficiency of the national industry of Venezuela by the construction of the very creditable mole (wharf) at Puerto Cabello and the inauguration in 1910 of a national military academy and the creation of a nautical school. Lieutenant-Colonel March, commandant of the cadets in the new academy, was graduated from West Point, and General Francisco Linares Alcantara, minister of the interior, is also a West Pointer. The Secretary prophesied that the effect of the opening of the Panama Canal on Venezuela should prove of great benefit to that country and should inaugurate an era of unprecedented prosperity.

Probably no part of the epoch-making trip through Latin America pleased the Secretary of State more than the memorable reception which was bestowed upon him by the Venezuelans. From the time he landed at La Guayra, saluted by the picturesque old Spanish fort high on the mountain, until he had left the country at Puerto Cabello, blazing with illuminations and rockets, topped off by a huge electric sign which read, "Welcome, Knox!" the Secretary was accorded every honor a thoughtful, intelligent and friendly people could extend. Thousands swarmed about the railroad station at Caracas. A holiday was declared throughout the country. Because it was Lent, the Archbishop of Caracas gave special dispensation so that the faithful might participate in the festivities. Mr. Knox visited the tomb of Bolivar, "the Washington of the South." After decorating the statue of George Washington, in Caracas, the Secretary appropriately paid the same tribute to the memorial of General Bolivar. At Maracay and Puerto Cabello he paid homage to the monuments erected in memory of the Americans who died in the fight for Venezuelan independence.

At every station on the outbound journey over the stupendous mountain railroad (which in something over a hundred miles boasts of eighty-five tunnels and two hundred and fifty bridges, and whose route unfolds scenic beauty which, minus the snow-capped peaks, reminds one of the St. Gotthard Railway in Switzerland), daylight fireworks were set off and special receptions arranged all the way to Puerto Cabello. President Gomez went as far as Maracay, his summer home, with Mr. Knox, in order to personally show the latter what South American hacienda (ranch) country was like. There was a parade of owners and ranchmen in honor of the visitor. At the luncheon beef was served barbecue style. Secretary Knox noted particularly in that country the large number of superior-bred, long-horned cattle. He saw there the best horses he had seen on the entire trip. There was a boat ride on Lake Valencia, in the President's steamer, *Josefina*.

It was well into the night when the special train reached Puerto Cabello, which, with its glittering special illuminations, looked from a distance like a miniature Coney Island. All important buildings were outlined with lights, and the Venezuelan navy vessels, the principal of which was the former Gould yacht, *Atalanta*, were brilliant from stem to stern. The streets were black with people, who had been waiting for hours to greet Mr. Knox.

It is noted by W. T. S. Doyle, chief of the Division of Latin-American Affairs of the Department of State, that an extraordinary degree of commercial prosperity prevailed in Venezuela during 1911, due to several factors, not the least cogent of which was the era of peace enjoyed by the country since the assumption of power by President

Gomez. Mr. Doyle believes that another important factor in this prosperity is the decline of the prejudice formerly nurtured by Castro against all foreigners.

Venezuela's commerce for the past fiscal year amounted to \$30,336,123. Elliott Northcott, American minister to Venezuela, who is an able diplomat and very popular in that country, states that the United States now ranks first in importance among countries with which Venezuela trades. But those traveling with the Secretary of State became convinced, early in the trip, that his mission was a broader one than that implied in "dollar diplomacy." It was for the peace and good-will of our neighbors to the south and the closer knitting together of the Americas.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

IN THE disturbed state of business, it is encouraging to find institutions which impress with their solidity and integrity. One has but to turn to the annual reports of any of the great life-insurance companies to realize that in them the public has certainties. No one can read these reports and fail to be impressed by the safety and security they suggest. Take, for instance, the annual report of the New York Life. Here is found the magnificent total of assets of \$684,684,686.50. And there is the policy reserve of \$566,919,308, which enforces the idea of stability; the \$11,690,143.32 of dividends declared in 1911 exceeding those of 1910 by some \$2,500,000; real-estate holdings that total \$10,616,711.90; secured loans of \$229,814,391.97; bonds with a market value of \$421,122,821.04, and cash in hand of \$7,284,253.12—tremendously impressive figures. President Kingsley is to be congratulated upon this showing.

There may have been doubt a few years ago as to the safety of life insurance, but no doubt can survive perusal of such figures as these. There was some legitimate question as to life insurance in the period before the State assumed full control of companies and subjected them to searching examination and supervision, but there can now be no question of their safety and no doubt that they represent and satisfy a great public necessity.

B., Pittsburgh: The plan of permitting your dividends to accumulate is excellent for your purpose.

B., Scranton, Pa.: The Union Life of Chicago was established in 1903 and has hardly had a fair chance to show what it could do in competition with long-established companies.

R., Racine, Wis.: The experience of those who were insured with the Mutual Reserve when it changed from an assessment to an old line company was that the assessments were made prohibitory.

Indavertence: The statement that the Kansas City Life was established in 1909 was a misprint. The company was established in 1895. It has an efficient progressive management.

D., Rising Sun, Ind.: The insurance business is highly competitive. Companies that have had the field for so many years, are best equipped to meet competition. Many new companies are organized, most of them for stock selling purposes. The public has been warned by insurance authorities against the purchase of some of the stocks of this character that have been promoted by questionable methods.

H., Holton, Kans.: The Guarantee Fund Life Association of Omaha is an assessment association and of course has a right to increase its assessments as the death rate increases. All assessment associations do this. The old line companies fix the rates at the start and do not increase them. On the contrary, the dividends to the policy holder reduce the cost. 2. The Prudential Life, of Newark, N. J., is strong.

Hermit

LESLIE'S PRESIDENTIAL VOTING CONTEST

(See page 504)

My choice for the next president of the United States is

in 1908 I voted for

Name

City

State

In answering advertisements please mention "Leslie's Weekly."



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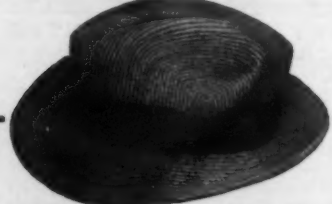
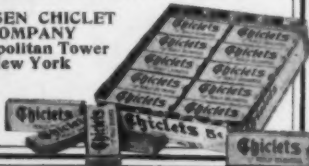
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That favor-winning flavor comes from the flinty little hearts of fine white corn. Cooked for hours, combined with the Kellogg flavoring—then flaked and toasted to tempting, golden films, it's the most delicious food you ever ate. Get a box today.



Look For
This

W. K. Kellogg

Our Big Army.

EUROPEAN nations must look with amazement upon the United States army, and possibly some of them look upon it with amusement; yet, in spite of its small numerical strength, it would be a very effective military organization if mobilized. On October 15th, 1911, the actual strength of the regular army was 4,388 officers and 70,250 enlisted men, a total of 74,638, an increase over the preceding year of 78 officers and 2,791 men. In addition to these were the Philippine scouts, with 173 officers and 5,442 enlisted men. The distribution of this modest military force on the date noted was: In the United States, 56,753; in Alaska, 1,084; in the Philippines, including the Philippine scouts, 17,198; in Porto Rico, 600; in Hawaii, 2,332; in the canal zone, 854; troops en route and officers in other foreign stations, 1,432. A decrease in the number of desertions from the army—there were 2,504 during the last reported year, as against 4,993 and 3,464 for the two preceding years—indicates better conditions. Recruiting develops the fact that better classes of young men are enlisting.

Secretary of War Stimson says, in his annual report, that one of the most striking achievements ever accomplished by the medical corps has been the demonstration it has made of the value of the typhoid prophylaxis, thus greatly reducing mortality. In this branch of preventive medicine the physicians of the regular army are leading the medical world. He comments on the present method of scattering the army as if it were composed of groups of local constabulary instead of a national organization, and says the result is not only very expensive, but that it nullifies the potency of the army so far as geographical location can nullify it. He recommends that economies could be produced by maintaining in the Philippines and other tropical possessions permanent regimental organizations instead of transporting to and fro the various regiments that constitute their garrisons. The Secretary recommends a shorter term of enlistment, so as to allow as many men as possible to go through the army training, increasing the number of citizens who may serve in an emergency.

The Right Sort of Girl.

A REVOLUTION in Y. M. C. A. methods has been proposed. Many members of the city Y. M. C. A. are ambitious young men who have come from the country. Being total strangers, they are without women friends, and many of them are in no position to meet young women of the sort whose acquaintance would be helpful. To fill this need, Secretary Walter T. Diack, of New York City, argued at the biennial State convention that the Y. M. C. A. "should evolve some system by which its members may meet young women in the association halls."

We hope the Y. M. C. A. will remain a man's organization. To devote its rooms to pink teas would seem out of place. Secretary Diack, however, has put his finger on a real need. The life of a young man is not normal unless he have acquaintances or friends among the other sex. But is not this an opportunity for the Y. M. C. A. to co-operate with the churches? It has been sometimes said, and not without cause, that there was lack of sympathy between them. They ought to work together. The members of the association should be brought into relation with the churches. Here any young man from the country may find congenial social life. There may be a few churches that do not take the stranger in as they should, but, generally speaking, a country boy coming to a city, large or small, where all are strangers to him, will soon find in a church, if he carries himself right, a circle of friends and entrance to firesides most helpful and cheering.

The American Silk Industry.

THE THIRTEENTH census statistics, compiled by the Department of Commerce and Labor, relative to the manufacture of silk and silk goods in the United States, show that there are 852 establishments, employing 105,238 persons, sixty per cent. of whom are females, earning a total of \$38,570,085 in wages. The capital invested is \$152,158,002 and the yearly value of products is \$196,911,667.

What is the
"BULL" DURHAM
Secret?



What is the astonishing "something" that gives this tobacco its hold?

For three generations — 52 years—it has kept on breaking all records among pipe and cigarette smokers.

GENUINE
"BULL"
DURHAM
SMOKING TOBACCO

Forty "rollings" in each 5-cent muslin sack has long outsold all other high-grade tobaccos combined!

This means that it's had to "make good"—and for cigarettes as well as for pipes—with more men than has any other tobacco. What is the secret?

Simply this: It is pure and clean and it sticks to its own honest, "Bull" Durham flavor. "Bull" Durham has let other brands stand for "doctoring" and adulteration and processes. "Bull" Durham is just pure tobacco!

Find out how good a pure smoke is. Find out how much better cigarettes are when you roll them of "Bull" Durham; or smoke some in your favorite pipe, today.

Blackwell's Durham Flakes Co.



A book of
"papers" FREE
with each 5c
muslin sack.

Sixteen Hundred Lives Lost on the "Titanic"

(Continued from page 506.)

aboard a lifeboat, was the last to speak with Astor, whom he besought to leap overboard. "No, thank you," was the reply. "I think I'll have to stick." Isidor Straus and Mrs. Straus did not appear on deck until a second alarming order had been given below. Mrs. Straus refused to enter a boat, preferring to risk her life with her husband, and they were seen calmly awaiting their fate together. Major Butt, President Taft's aid, was said to have been seen at a critical moment with an iron bar in his hands, repelling the attempts of stokers and steerage men to enter a boat, to the danger of women.

The *Titanic's* passenger list included a very large number of persons of great distinction and prominence, an appalling number of whom are among the lost. Included with the hundreds of the dead are Colonel John Jacob Astor, one of the wealthiest of Americans; Jacques Futrelle, popular American novelist; Charles M. Hays, president of the Grand Trunk Railway Company; Henry B. Harris, one of the most prominent of American theatrical managers; Major Archibald Butt, military aid to President Taft; William T. Stead, the famous English journalist and reformer; Benjamin Guggenheim, of the noted family of capitalists; F. D. Millet, a celebrated artist; Isidor Straus, the merchant and philanthropist of New York, and his wife; John B. Thayer, vice-president of the Pennsylvania Railroad; Colonel Washington Roebling, of the family of distinguished engineers; G. D. Widener, of the prominent Philadelphia family, and his young son; Washington Dodge, Clarence Moore, H. S. Harper, Dr. Henry W. Frauenthal, J. G. Reuchlin, managing director of the Holland-American Steamship Line, and others.

From Quartermaster R. Hitchens, one of the few living members of the *Titanic's* crew and who was on the bridge with First Officer Murdoch when she struck the iceberg, it became known that the vessel was traveling between twenty-one and twenty-two knots an hour. This speed had been maintained from the very start of the voyage, in an attempt to create a maiden record. Posted on Sunday morning in the first cabin was a notice stating that Saturday's run had totaled 546 knots, and that on the morrow, the fatal fourteenth of April, this run would be exceeded.

It is apparent, therefore, that the engine-room force of the *Titanic* was acting under orders to crowd the new ship to her limit. This is borne out by the fact that the *Titanic* was, at the moment of collision, 1,799 miles out from Queenstown and 1,191 miles northeast of New York. Not one of the engineers survived.

Quartermaster Hitchens has followed the sea for fifteen years. He is an experienced sailor. His narrative of the accident, as told to a reporter for *LESLIE'S WEEKLY*, follows:

"I went on watch at four bells (eight o'clock) on Sunday night, and I stood by the man at the wheel until four bells (ten o'clock). At that time I took the wheel for my trick of two hours, while the man I had just relieved stood by me. On the bridge at the time I had the wheel were First Officer Murdoch and Fourth Officer Boxhall (who was saved). Captain Smith was below. Second Officer Lightoller, who was on watch from four bells to four bells, while I stood by the other quartermaster, sent me, a little after eight o'clock, to tell the chief steward that the temperature was getting very low (it was then 31 degrees above zero Fahrenheit) and that he should look carefully after his fresh-water supply, as it might freeze. There were icebergs in sight then, as the night was beautifully calm and clear, but quite cold, and the two men in the crow's-nest (Fleet was the name of one, but I have forgotten the other's) were told to keep a careful lookout for ice.

"At the time I took the wheel (ten o'clock), Second Officer Lightoller was relieved by First Officer Murdoch. A little before eight bells (midnight), by perhaps twenty minutes, the lookouts in the crow's-nest signaled the bridge there was a large iceberg dead ahead.

"Port your helm!" was the instant command of Mr. Murdoch, and I saw his hand go to the signal lever and swing it to 'stop. We swung to port,

but we were too near the berg to avoid it, and it hit us on our starboard bow, about one hundred feet aft of the bow. Mr. Murdoch had signaled for the closing of the watertight compartment doors, but the jar of collision threw them out of working order.

"The *Titanic* did not hit hard. She rose slightly, as her keel scraped on the submerged portion of the iceberg, and listed to port, and the upper portion of the iceberg came crashing over onto the deck and parts of it fell on the bridge.

"Captain Smith appeared almost instantly on the bridge. His first command was, 'Close the emergency doors!'

"They're closed, sir," Mr. Murdoch replied.

"Instruct the carpenter to sound the ship!" was Captain Smith's next command. I may say here that the carpenter went below immediately, never to reappear, and he was probably the first man aboard the *Titanic* to lose his life. When he did not reappear promptly, Captain Smith sent two other men to find him or report conditions below, but these two men likewise failed to show up. The commutator on the bridge showed a five-degree list to port at this time, with the bow slightly lower than the stern, showing she was making water.

"All the steam sirens were blowing. The pumps were started, by Captain Smith's orders; he told Wireless Operator Phillips to give the C. Q. D. signal or the S. O. S. Quartermaster Rowe was ordered to send up rockets from the bridge. All hands were ordered on deck, and the crew issued life belts to all the passengers as they came on deck.

"The stewards and other members of the crew helped the sailors in getting the lifeboats out. There were sixteen lifeboats and two collapsible boats aboard the *Titanic*. There was absolutely no panic. The order, 'Women and children first!' was then given. I was still at the wheel, because it was my duty to remain there until relieved.

"It was, I recall, twelve-twenty-five Monday morning when Second Officer Lightoller told me to take charge of a boat and load it with women. I did so, and there were thirty-two women, one sailor and myself in it when it was lowered, shortly after one o'clock. This boat was about a quarter of a mile from the *Titanic* when she went down, at, as nearly as I can make out, two-twenty o'clock. The big feature of that ride in the small boats, as I recall it, was, to me, the forethought of one of the stewards. He had been shipwrecked before, and he took a green night light with him, which, with an electric pocket lamp carried by one of the men passengers in another boat, afforded us the one nucleus for all the boats to keep together by while we were waiting to be picked up.

It is known now that, out of 390 first-cabin passengers, 202 were saved, 154 of whom were women and children. In the second cabin, 115 out of 270 were saved, 102 of them women and children. Only 178 out of the 800 steerage passengers survive, of whom 83 are women and children. Of 985 officers and crew, 210, of whom 22 are stewardesses and maids, are now alive. The total number on board the *Titanic* was 2,181, of whom 1,635 are dead.

The passengers who were interviewed just after the *Carpathia* had landed her sad and pitifully small complement of survivors agreed that, almost without exception, the men of the *Titanic*, passengers and sailors, had totally effaced selfishness that the women and children might live. At first the putting off of the women and children into the small boats was considered by many as a joke. Husbands kissed their wives good-by with an "I'll see you in half an hour," "You'll have to come back here soon," and "I think I'd rather stick to the ship." Only the ship's officers and crew and some of the intuitively keen among the women knew at first the real menace and how hard hit the *Titanic* must be for the passengers to be ordered to the small boats.

That so many men from among the passengers were saved, with the exception of one or two to whom, as has been well established, self-consideration was paramount, is due to the different instructions of the officers in charge of the port and starboard boat loading. On the port side only the women and children and sailors enough to man the boats were allowed overboard. On the starboard side all the husbands who came up to the boats with their wives were not only permitted but encouraged to enter them.

Almost without exception, however, the men of the *Titanic* were men. As they came to realize, with the gradual settling of the ship and an ever-increasing list to port, that they were indeed doomed, they stopped their pacing of the deck and gathered in little knots along the rail, looking out over the ice-dotted ocean at the cackle-shell boats in which their loved ones were moving to safety.

Gradually the *Titanic* sank deeper and deeper, one deck after another being submerged, those left aboard mounting ever upward as the water crept upon them. About two hours after the *Titanic* had rammed the iceberg, the ship's band appeared with its instruments on the wave-lapped boat deck. Erect, with bared heads, they played "Nearer, My God, to Thee." The passengers aboard the ship took up the hymn. Those in the small boats, helpless themselves, heard the song. From apparently the same emotion, every one in the lifeboats refrained from singing, while they listened, in choking inability to aid, the "Morituri, te salutamus" of their loved ones still aboard the stricken liner. With the eyes of many in the boats fixed upon her in anguish and terror, the *Titanic* plunged to her ocean bed, 12,000 feet below.

Three of the survivors died on the *Carpathia* on the way to New York. Many on arrival were seriously ill, and several had continued in a hysterical condition for days. Among the survivors picked up were several babies, thrown overboard from the *Titanic* by their frenzied parents and picked up by the boats. Their identity may never be known. Among the survivors were thirty women who had been widowed by the disaster. The men rescued all had their wives with them. The scenes as the *Carpathia* landed with the survivors wrung the hearts even of spectators drawn to the pier by curiosity.

J. Bruce Ismay, chairman of the board

of directors of the International Mercantile Marine and managing director of the White Star line, was among the saved. Upon arrival in New York he was at once summoned to testify before a congressional committee investigating the disaster.

All stories told of the catastrophe dwell upon the great bravery of the noted men who lost their lives. Colonel Astor, after his wife had been placed in a lifeboat, was busy assisting women to safety, and he placed a woman's hat, lying on the deck, on the head of a boy to disguise him as a girl that he might be taken aboard. Major Butt was, in effect, made an officer of the doomed ship by Captain Smith after she struck, and steadily rendered valuable aid in preserving order and aiding women to escape. The story of the Spartan-like conduct of Isidor Straus and his wife is reiterated again and again. Benjamin Guggenheim, with his secretary, an Armenian named Giglio, were active on deck and bravely met their fate. One report was that, just before the ship plunged to the bottom, Colonel Astor and William T. Stead leaped into the sea and caught on to wreckage, but were finally so benumbed by the cold that they relaxed their hold and sank.

The material losses by the disaster have been estimated at \$15,000,000, of which sum \$8,000,000 represents the cost of the *Titanic*. The Post-office Department reports the loss of 3,460 bags of mail matter.

Again—and more strikingly than ever—has been demonstrated the incalculable value of wireless telegraphy in marine emergency. To that alone was due the saving of the 705 persons who were picked up by the *Carpathia*. Howard Thomas Cottam, the wireless operator on the *Carpathia*, had finished his work on that vessel for the night, but went back to his instrument before retiring, from curiosity as to general news that might be in the air, and caught the call of the *Titanic's* operator for help. The *Carpathia* at once sped on her way to the stricken ship. Phillips, the head wireless operator on the *Titanic*, went to his death on duty. Harold Bride, a subordinate operator on the ill-fated ship, was rescued. Upon arrival in New York, he was removed to St. Vincent's Hospital.

The *Mackay-Bennett*, a cable steamer, sent from Halifax to search for bodies, carried ministers, undertakers, embalmers and coffins. She recovered sixty-four bodies that were identifiable. Other bodies past identification were buried at sea. The bodies were recovered about sixty miles from the spot where the *Titanic* disappeared.

Fourth Officer Boxhall, of the *Titanic*, stated that shortly before the *Titanic* sank he saw the red side lights of a ship five miles away coming toward the liner. He signaled with rockets and by Morse to the ship, which veered off without answering.

It is said that six of the lifeboats, with a combined capacity of 390 persons, put off from the *Titanic* with but 192 persons in them, and that many more might have been saved had the crew of the ship shown adequate training. The crew were picked men, but it is apparent that they had not been drilled in emergency duties. The disaster has demonstrated that the ship carried too few boats for the safety of its passengers, although it had the usual complement of ocean liners of the day. Already, in response to public demand, ship companies are increasing their lifeboat capacity. Moreover, the more prominent transatlantic companies have agreed to change the ship lanes to more southern courses at this season of the year, making the ocean trip from 160 to 200 miles longer.

Secretary Charles Nagel, of the Bureau of Commerce and Labor, which has jurisdiction over steamboat inspection, will recommend to President Taft the calling of an international conference to discuss measures for the safeguarding of life at sea.

Upon receipt of news of the disaster, movements for raising funds for the benefit of needy survivors were started and large sums were subscribed. Memorial services were held in many churches. Festivities of all kinds were postponed, the event having stricken people with horror.



HAROLD BRIDE.

One of the two wireless operators on the "Titanic," pictured as he was carried ashore from the "Carpathia." One of the last men to leave the ship, he jumped into the sea and floated until rescued. His feet were frozen when he was taken into a lifeboat, and they became wedged between the slats of the boat, adding to his injury. Yet on board the "Carpathia" he helped send many wireless messages. "Jack" Phillips, the "Titanic's" chief wireless operator, perished.

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Early Summer Novelties in Hats and Frocks



A Margaine Lacroix model of creme silk
voile over blue liberty silk, creme silk
embroidery.



A Lewis model. Large hat of blue straw
trimmed with a garland of pleated taffeta and
corn flowers.



A Crousseix hat of black taffeta trimmed
with immense "ears" of black and purple
taffeta.



Madame Tschensky. White wool with black
hair stripe, self-trimmed, jacket collar with
stripes of white broadcloth, white belt.



A Falinski model. Black and white striped goods, plain skirt, cut-
away jacket, hip length.



A Zimmermann model. Silk voile and liberty silk,
royal blue, trimmed with lace.



Madame Laloie. In a printed lawn over white dotted swiss, sleeves
and waist front of the swiss.



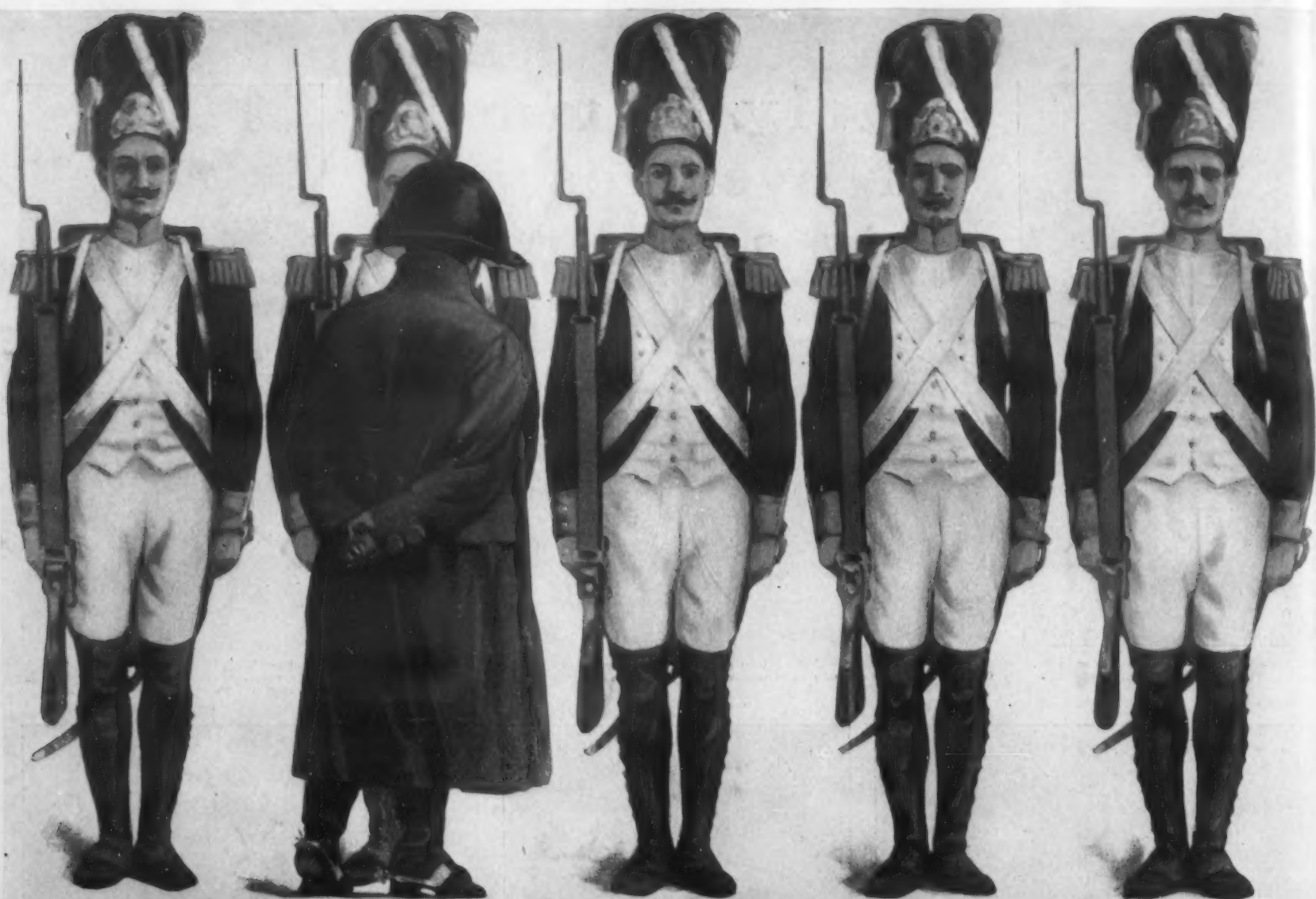
Model Martial et Armand. Blue taffeta veiled with mousseline de
soie trimmed with silk ball fringe.



Afternoon gown. White and black chiffon taffeta,
Dutch collar of heavy lace, belt of white taffeta.



A Wingrone costume. Dark blue taffeta trimmed with blue and
white plaid taffeta and dark blue velvet.



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The merits of **NAPOLEON FLOUR** can best be demonstrated by a careful examination of the flour itself; by a study of the bread, rolls, biscuits, cake and pastry made from it, and a comparison of these articles with those made from other flour.

NAPOLEON FLOUR and its results are ready at all times for inspection.

It is the only flour for all flour usages.

It is the choice of all because it can be depended upon for perfect results.

NAPOLEON FLOUR is the flour of economy and worth.

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However, if your dealer does not carry it in stock, ask him to write, or write yourself, to the nearest Distributor mentioned below:

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Borton Coal & Trading Co., Atlantic City, N. J.
S. Campanella & Son, Jersey City, N. J.
A. S. Church, South River, N. J.
James P. Wallace, Phillipsburg, N. J.
New Jersey Flour Co., Passaic, N. J.
Lang & Co., New York, N. Y.
S. Mills Ely Co., Binghamton, N. Y.
S. Mills Ely Co., Branch, Waverly, N. Y.
Albany City Mills, Albany, N. Y.
Geo. B. Palmer, Fulton, N. Y.
Porter Bros., Syracuse, N. Y.
Arthur Hill & Co., Amsterdam, N. Y.
Wood, Barton & Co., Ticonderoga, N. Y.
Herkimer Mills, Herkimer, N. Y.
Hilton, Gibson & Miller, Newburgh, N. Y.
J. & T. Adikes, Jamaica, N. Y.
Saratoga Milling & Grain Co., Saratoga Springs, N. Y.
C. O. Meaker, Auburn, N. Y.
Boomerhower Grocery Co., Plattsburg, N. Y.
Francesco Aiello, New York, N. Y.
J. E. Molloy & Co., Troy, N. Y.
Chas. Rockwell & Co., Mt. Vernon, N. Y.
Sears & Pruyn, Watertown, N. Y.
R. H. McEwen Milling Co., Ogdensburg, N. Y.
A. Winetsky, New York, N. Y.
M. Goldman, Brooklyn, N. Y.
Wm. B. A. Jurgens, Brooklyn, N. Y.
Henry S. Levy, Brooklyn, N. Y.
Riley & Wands, Olean, N. Y.
H. Erde & Son, Brooklyn, N. Y.
A. Maggio & Son, New York, N. Y.

James Doyle & Co., New York, N. Y.
Penn Flour Co., Philadelphia, Pa.
Shenango Valley Flour & Produce Co., Sharon, Pa.
Keystone Commercial Co., Pittsburg, Pa.
Keystone Commercial Co., McKeesport, Pa.
J. M. Wyckoff, East Stroudsburg, Pa.
Lewis Bros. Co., Chester, Pa.
T. H. Thompson & Son, Chester, Pa.
Standard Grocery Co., Scranton, Pa.
E. P. Reed, Elmora, Pa.
Kinport Store Co., Cherry Tree, Pa.
R. D. Tonkin Store Co., Cherry Tree, Pa.
Shaw, Hammond & Carney, Portland, Maine.
Arthur Chapin Co., Bangor, Maine.
L. A. Wright & Co., Boston, Mass.
The Andrews-Douglass Co., Waterbury, Conn.
Geo. W. Hart, Jr., New Haven, Conn.
H. P. Cornell Co., Providence, R. I.
A. Schauman & Son, Baltimore, Md.
The Hoge & McDowell Co., Washington, D. C.
Oglesby Grocery Co., Atlanta, Ga.
Browder Bros. Co., New Orleans, La.
LaFourche Merc. Co., Donaldsonville, La.
Renoulet & Dietlein, New Iberia, La.
C. H. Bishop Flour Co., Cincinnati, Ohio.
John Mueller, Lockland and Cincinnati, Ohio.
Clegg Bros., Youngstown, Ohio.
Chattanooga Feed Co., Chattanooga, Tenn.
The Standard Cereal Co., Chillicothe, Ohio.
Wilson Grocery Co., Peoria, Ill.
P. E. Holstrom Co., Joliet, Ill.
Burr Bros., Rockford, Ill.
Burrell Bros., Freeport, Ill.

Colp, Arnold & Co., Carterville, Ills.
National Grocer Co., Decatur, Ills.
W. L. Hardy, Eldorado, Ills.
C. B. Munday & Co., Litchfield, Ills.
Currier & Bryant, Chicago, Ills.
Bismarck Milling & Feed Co., Bismarck, Ills.
Ragon Bros., Evansville, Ind.
J. T. Shields, Rock Island, Ills.
Noblesville Mfg. Co., Indianapolis, Ind.
Brauns & Van, Escanaba, Mich.
Wm. Manion & Son, Alpena, Mich.
Duncan-Brown, Kansas City, Mo.
L. Cohen Grocery Co., St. Louis, Mo.
Jameson, Hevener & Griggs, St. Paul, Minn.
L. S. Donaldson Co., Minneapolis, Minn.
O'Brien Merc. Co., Brainerd, Minn.
Arneson Merc. Co., East Grand Forks, Minn.
D. Reik, Milwaukee, Wis.
Wilbur Lumber Co., Milwaukee, Wis.
Northern Elevator Co., Manitowoc, Wis.
A. Pierre, Oconto, Wis.
Asdahl & Nelson, Racine, Wis.
Benedict & Peek Co., Marshalltown, Ia.
John A. Feeney, Davenport, Ia.
Iowa Grocery Co., Ft. Dodge, Ia.
N. F. Christenson, Webster City, Ia.
C. S. Moores, Hope, No. Dak.
H. J. Haskell, Glendive, Mont.
Benson, Carpenter & Co., Helena, Mont.
Butte Potato & Produce Co., Butte, Mont.
Lakin Bros., Miles City, Mont.
B. L. Gordon & Co., Spokane, Wash.
Newmark Grain Co., Los Angeles, Calif.